

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
 GENERAL PROJECT INFORMATION

Road No./County:	Soldiers Home Road / Tippecanoe County
Designation Number(s):	Lead 1401291 and 2201253
Project Description/Termini:	Roadway Reconstruction Project / Approximately 160 feet (ft.) north of Sagamore Parkway

X	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority


Approval

N/A _____ INDOT DE Signature and Date	 December 10, 2025 _____ INDOT ESD Signature and Date
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N/A

 FHWA Signature and Date


Release for Public Involvement

N/A _____ INDOT DE Initials and Date	 July 3, 2025 _____ INDOT ESD Initials and Date
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Certification of Public Involvement

	 10/1/2025 _____ INDOT Consultant Services Signature and Date
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INDOT DE/ESD Reviewer Signature and Date:

	 December 10, 2025 _____
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Name and Organization of CE/EA Preparer: _____
 Susan Castle, Metric Environmental, LLC

Indiana Department of Transportation

County Tippecanoe

Route Soldiers Home Road

Des. No. 1401291 and 2201253

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*? Yes No

If No, then:

Opportunity for a Public Hearing Required? Yes No

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Entry letters were mailed to potentially affected property owners near the project area on October 14, 2021 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is provided in Appendix G, page G-1.

A public information meeting was held on April 13, 2023, from 6:30 pm to 8:30 pm, at West Lafayette Elementary School, 600 Cumberland Avenue, West Lafayette, IN 47906. An announcement of the meeting was posted on the City of West Lafayette's calendar (Appendix G, page G-2). The meeting was held to inform the public of the project and present a preliminary layout of the proposed improvements. Copies of the sign-in sheets (redacted) are located in Appendix G, pages G-3 to G-9 and hand-outs are in Appendix G, pages G-10 to G-13.

A public information meeting was held on January 18, 2024, from 6:30 pm to 8:30 pm, at West Lafayette Wellness Center, 1101 Kalberer Road, West Lafayette, IN 47906. An announcement of the meeting was posted on the City of West Lafayette's calendar (Appendix G, page G-14). The meeting was held to solicit additional public review and comment based on further plan development following the initial public design input meeting held on April 13, 2023. Copies of the sign-in sheets (redacted) are in Appendix G, pages G-15 to G-19, hand-outs are in Appendix G, pages G-20 to G-24, and public comments with responses are in Appendix G, pages G-25 to G-29.

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA's) finding of "No Adverse Effect" was published in city of Lafayette, *The Journal and Courier* on January 10, 2025, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed after 30 days on February 11, 2025. The legal notice and affidavit of publication are provided in Appendix D, pages D-97 to D-99. No comments were received in response to the legal notice.

The project met the minimum requirements described in the current Indiana Department of Transportation (INDOT) *Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. The City of West Lafayette decided to hold a Public Hearing.

On August 10, 2025, the City of West Lafayette announced a planned Public Hearing on their website at <https://content.govdelivery.com/accounts/INWESTLAFAYETTE/bulletins/3ed2d68> (Appendix G, pages G-30 to G-33).

A legal notice was published in the *Lafayette Journal and Courier Newspaper* on July 25 and August 1, 2025, informing the public of a planned public hearing to be held on August 12, 2025, at the Margerum City Hall, 222 N. Chauncey Avenue, West Lafayette, IN 47906. The legal notice and affidavit of publication are located in Appendix G, pages G-34 to G-41.

In addition to the newspaper and on-line advertisements, the legal notice was mailed and e-mailed to nearby property owners and agencies (Appendix G, pages G-42 to G-54). The legal notice announced that the project preliminary design plans and the Draft Categorical Exclusion (CE) environmental document were available for public review at the Margerum City Hall, 222 N. Chauncey Avenue, West Lafayette, IN 47906, VS Engineering, 8 N. 3rd Street, Suite 302, Lafayette, IN 47901 and on-line at <https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/>.

On August 12, 2025 the public hearing was held at the Margerum City Hall, 222 N. Chauncey Avenue, West Lafayette, IN 47906. The doors opened at 5:30 pm. From 5:30 pm to 6:00 pm, attendees had the opportunity to talk with the design team, view the project preliminary design plans and the draft CE environmental document. A public information packet, which included the public hearing agenda, comment form and the legal notice, was provided to the attendees and is located in Appendix G, pages G-55 to G-60. Eighty-six people attended the public hearing (Appendix G, pages G-61 to G-64).

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The public hearing presentation started at 6:00 pm (Appendix G, pages G-65 to G-88). During the public hearing, there was a live stream video provided on the City of West Lafayette's website at <https://www.westlafayette.in.gov/government/office-of-the-clerk/agendas-and-minutes-352> under Special Events.

Following the presentation, attendees were afforded the opportunity to make comments. Public comments consisted primarily of in favor of the roundabout, trails and drainage improvements and concerns about speeds, pedestrian safety, two-way left turn lane, traffic calming, lighting, noise issues and project location relative to residential homes. All comments delivered verbally (transcript) or in writing and the resolution statements developed by design team members are provided in Appendix G, pages G-89 to G-196.

The INDOT Crawfordsville District Office certified the public involvement activities for this project on October 1, 2025. Therefore, the public involvement requirements per the INDOT *Project Development Public Involvement Procedures Manual* have been satisfied. This does not preclude additional public information efforts that may be advanced to further support of public outreach.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: City of West Lafayette INDOT District: Crawfordsville
Local Name of the Facility: Soldiers Home Road

Funding Source (mark all that apply): Federal State Local Other*

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

The need for this project is based on the current congested traffic flow, noncontinuous pedestrian facilities, and poor drainage conditions along Soldiers Home Road and Sagamore Parkway Access Ramps.

Crash data collected from 2019 through 2021 documented eight crashes on the Sagamore Parkway Access Ramps, just west of Soldiers Home Road, and twenty crashes along Soldiers Home Road from the Sagamore Parkway Access Ramps northward to Kalberer Road, approximately 0.40 mile north of the end of this project (Appendix I-5 to I-6).

The intersection of Soldiers Home Road and the Sagamore Parkway access ramp has less-than-desirable traffic mobility (Level of Service (LOS)), indicating the existing roadway is not adequately serving the current traffic volumes or future predicted traffic volumes.

LOS is a term used to qualitatively describe the operating conditions of a transportation facility (traffic mobility). It is based on factors such as speed, travel time, mobility and delays. There are six criteria to determine LOS and each level is assigned a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst operating conditions. The traffic data analyzed for this project demonstrates the section of Soldiers Home Road at the Sagamore Parkway access ramp operates at a LOS of E. Traffic forecast data projects the growth of traffic to increase 0.51% per year. Based upon criteria from the Indiana Design Manual, an urban arterial roadway should meet a LOS rating of at least C.

In addition, there are noncontinuous segments of sidewalks along Soldiers Home Road that do not provide sufficient pedestrian connectivity and insufficient roadside drainage ditches causing standing water along Soldiers Home Road.

The purpose of the project is to reduce crashes due to the higher-than-expected crash rate and less-than-desirable LOS for the roadway and attain an LOS rating of at least a C. In addition, the project will address the noncontiguous segments of sidewalks, lack of connectivity, and improve drainage.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Tippecanoe Municipality: City of West Lafayette

Limits of Proposed Work: Project limits will extend along Soldiers Home Road from the Sagamore Parkway North Ramp to approximately 550 ft. north of Hamilton Street

Total Work Length: 0.78 Mile(s) Total Work Area: 7.54 Acre(s)

Is an Interstate Access Document (IAD)¹ required? Yes¹ No
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability? Date: _____

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

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Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The City of West Lafayette with partial funding from the FHWA and oversight from INDOT intend to proceed with a proposed roadway reconstruction project on Soldiers Home Road in West Lafayette, Tippecanoe County, Indiana (Appendix B, page B-1).

Location

Specifically, the project is located approximately 160 ft. north of Sagamore Parkway in Sections 5 and 8; Township 23 North; Range 4 West as illustrated on the West Lafayette, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle (Appendix B, page B-2).

Existing Conditions

Soldiers Home Road and Sagamore Parkway access ramp are classified as an Urban Minor Arterial. The existing cross-section of Soldiers Home Road consists of one 12 ft. wide travel lane in each direction, with 3 ft. to 12 ft. wide paved shoulders, a 5 ft. wide sidewalk along the east side of the roadway and portions of the west side. Sagamore Parkway access ramp consists of 16 ft. travel lanes divided by guardrail followed by 6 ft. to 10 ft. wide shoulders. Land use in the vicinity of the project consists of single-family dwellings and multi-family apartment buildings. The speed limit on Soldiers Home Road is 30 miles per hour. Soldier's Home Road experiences high traffic congestion, significant vehicle crashes, poor drainage conditions and lack of pedestrian walkways (Appendix B, pages B-3 to B-22).

Preferred Alternative

This project consists of two Des. No.'s. including Lead Des. No. 1401291 and Des. No. 2201253, as described below.

Lead Des. No. 1401291 will begin north of the Sagamore Parkway access ramp and will end at Hamilton Street. This portion of the preferred alternative will include the following:

- Removal of 5 ft. wide sidewalks and construction of a 10 ft. wide pedestrian shared-use path along the west side of Soldiers Home Road with a five ft. wide landscaped buffer separating the pedestrian path from the roadway (Appendix B, pages B-44 to B-57 and B-59 to B-63).
- Removal and replacement of five ft. wide sidewalks on the east side of Soldiers Home Road (Appendix B, pages B-44 to B-57 and B-59 to B-63).
- Reconstruction of the roadway involving one 11 ft. wide travel lane in each direction and one 12 ft. wide two-way left turn lane (TWLTL) (Appendix B, pages B-44 to B-57 and B-59 to B-63).
- Relocation of portions of the watermain (Appendix B, pages B-91 to B-97).
- Replacement of existing ditches and construction of new curb and gutter, storm drains and inlets along Soldiers Home Road and at the intersections of Sharon Road, Westview Circle / Myrtle Drive, Linda Lane, Reba Drive, Cedar Hollow Court, Cumberland Avenue, Overlook Drive / Hamilton Street (Appendix B, pages B-44 to B-57 and B-59 to B-63).
- Installation of new streetlights along both sides of the roadway (Appendix B, pages B-64 to B-70).
- Installation of bollard lights along the western pedestrian path (Appendix B, pages B-64 to B-70).
- Installation of pavement markings and signage (Appendix B, pages B-71 to B-74).
- Installation of Americans with Disabilities Act (ADA) compliant ramps (Appendix B, pages B-80 to B-90).
- Incidental construction within this portion of the project area will include pavement tie-in and clearing trees along the east side of the roadway. Additionally, minor grading will be conducted on both sides of the roadway and at the existing ravine located on the east side of the roadway (Appendix B, page B-63).
- Thirty-two existing maintenance pipes and inlets will be removed and fifty-two new maintenance pipes and inlets will be installed for drainage improvements along Soldiers Home Road beginning north of the Sagamore Parkway access ramp and ending approximately 500 ft. north of Hamilton Street. Additionally, one sanitary sewer line will be installed. Nine existing structures consisting of maintenance pipes and inlets will not be disturbed, ten manhole and inlet castings will be adjusted to grade and four sanitary manholes will be abandoned in place. Please refer to the plans in Appendix B, pages B-45 to B-57 and the structure data table located in Appendix B, pages B-98 and B-103.

Des. No. 2201253 will include the intersection of Soldiers Home Road and the Sagamore Parkway access ramp. This portion of the preferred alternative will include the following:

- Construction of a 120 ft. diameter roundabout with 18 ft. wide circulating lanes bordered by concrete curb and gutter, storm drains, inlets and a 14 ft. wide concrete truck apron. (Appendix B, pages B-42 to B-44 and, B-58 to B-59).

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- Construction of a 10 ft. wide pedestrian shared-use path along the north and east sides of the roundabout with a five ft. wide landscaped buffer separating the pedestrian path from the roundabout (Appendix B, pages B-42 to B-44 and, B-58 to B-59).
- Construction of raised splitter islands, on each leg of the roundabout, between the entry and exit travel lanes (Appendix B, pages B-42 to B-44 and, B-58 to B-59).
- Installation of ADA compliant ramps (Appendix B, page B-80).
- Installation of one flashing pedestrian beacon light (Appendix B, page B-64).
- Installation of a concrete retaining wall with a metal safety hand railing (Appendix B, pages B-75 to B-77).
- Installation of new streetlights between the travel lanes and pedestrian path. (Appendix B, page B-64)
- Installation of pavement markings and signage (Appendix B, page B-71).
- Six existing maintenance pipes and inlets will be removed and seven new maintenance pipes and inlets will be installed for drainage improvements at the intersection of Soldiers Home Road and the Sagamore Parkway access ramp. Five existing structures consisting of manholes, catch basins and inlets will not be disturbed and one manhole casting will be adjusted to grade. Please refer to the plans in Appendix B, pages B-42 to B-44 and the structure data table located in Appendix B, pages B-98 and B-103.

Previously, the project design included a pedestrian stairwell along the east side of the proposed roundabout but this design element has since been eliminated from the project.

Project limits will extend approximately 0.70 mile along Soldiers Home Road and 0.08 mile along the Sagamore Parkway access ramp for a total of 0.78 mile. Project plan sheets are provided in Appendix B, pages B-23 to B-97

The project termini are logical because they encompass only the area necessary to construct the single-lane roundabout, tie the improvements into Soldiers Home Road, for a smooth transition, as well as the road, pedestrian, and drainage improvements along Soldiers Home Road. The project has independent utility as it does not depend on the construction of a secondary project. An Independent Utility Memo was prepared to justify independent utility and logical termini as the project was initially developed with two construction phases under one contract: Phase 1 (Lead Des. No. 1401291 and 2201253) and Phase 2 (Des. No. 2201256) beginning at the Sagamore Parkway access ramp and extending to Kalberer Road for a total distance of approximately 1.2 miles. Please refer to Appendix I, pages I-12 to I-14.

The maintenance of traffic (MOT) plan will require a detour as the Soldiers Home Road will be closed from Sagamore Parkway to north of Hamilton Street during construction. The detour will utilize Chippewa Street, Navajo Street, Salisbury Street, and Kalberer Road. Additional details are provided in the MOT Section of this document and Appendix B, pages B-31 to B-41.

The preferred alternative will meet the purpose and need of the project by addressing the higher-than-expected crash rate and less-than-desirable LOS for the roadway, improve pedestrian connectivity as well as standing water due to poor drainage.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

No Build Alternative

The “No Build” alternative would allow the existing roadway to remain in place with no improvements and would not require the expenditure of funds. This option would not result in any environmental impacts. Although this alternative is feasible it would not be prudent to allow the higher-than-expected crash conditions to persist at the project intersection. This alternative does not meet the purpose and need of the project and was therefore discarded from further consideration (Appendix I, page I-6).

Alternative 1: Roadway Reconstruction Only

This alternative would improve the existing roadway conditions, in-kind, only. No additional right-of-way (ROW) would be required. This alternative does not fully address the purpose and need of the project, such as roadway safety. Therefore, this alternative was dismissed from consideration (Appendix I, Page I-6).

Alternative 2: Roadway Reconstruction with TWLTL

This alternative would improve the existing roadway conditions, roadway safety, and structures. Also, this alternative would require additional ROW. This alternative does not fully address the purpose and need of the project, such as roadway safety at Sagamore Parkway access ramp and Soldiers Home Road. Therefore, this alternative was dismissed from consideration (Appendix I, page I-6).

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The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X
X

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway: **Soldiers Home Road**
 Functional Classification: Urban Minor Arterial
 Current ADT: 8,191 VPD (2025) Design Year ADT: 13,700 VPD (2048)
 Design Hour Volume (DHV): 1,514 Truck Percentage (%) 9
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed
Number of Lanes:	2		2 to 3
Type of Lanes:	11-12 ft. travel lanes		Two 11ft.travel lanes and one 12 ft. TWLTL
Pavement Width:	22-24	ft.	34
Shoulder Width:	Varies 3 to 12	ft.	N/A
Median Width:	N/A	ft.	N/A
Sidewalk Width:	5	ft.	5 ft. sidewalk east side and 10 ft. trail west side

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway: **Sagamore Parkway Access Ramp - Conversion to Roundabout**
 Functional Classification: Local Agency Collector
 Current ADT: 1,602 Exit Design Year ADT: 2,678 Exit
 1,731 Entrance 2,895 Entrance
 295 Exit 290 Entrance
 Design Hour Volume (DHV): Entrance Truck Percentage (%) 9% Exit 2% Entrance
 Designed Speed (mph): 30 Legal Speed (mph): 30

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	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	17 ft. travel lanes divided by guardrail	18 ft. circulatory travel lane 12 ft. to 20 ft. entry/exit lanes
Pavement Width:	32 ft.	30 ft.
Shoulder Width:	Varies from 6 to 10 ft.	Varies from 2 to 8 ft.
Median Width:	N/A ft.	Varies 6 to 20-9 ft.
Sidewalk Width:	N/A ft.	10 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): N/A Sufficiency Rating: N/A

	Existing	Proposed
Bridge/Structure Type:	N/A	N/A
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	N/A ft.	N/A ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

No bridges are located within the project area.

New concrete curbs and gutters will be constructed throughout the project limits (Appendix B, pages B-58 to B-62).

Six existing maintenance pipes and inlets will be removed and seven new maintenance pipes and inlets will be installed for drainage improvements at the intersection of Soldiers Home Road and the Sagamore Parkway access ramp. Five existing structures consisting of manholes, catch basins and inlets will not be disturbed and one manhole casting will be adjusted to grade. Please refer to the plans in Appendix B, pages B-42 to B-44 and the structure data table located in Appendix B, pages B-98 and B-103.

Thirty-two existing maintenance pipes and inlets will be removed and fifty-two new maintenance pipes and inlets will be installed for drainage improvements along Soldiers Home Road beginning north of the Sagamore Parkway access ramp and ending approximately 500 ft. north of Hamilton Street. Additionally, one sanitary sewer line will be installed. Nine existing structures consisting of maintenance pipes and inlets will not be disturbed, ten manhole and inlet castings will be adjusted to grade and four sanitary manholes will be abandoned in place. Please refer to the plans in Appendix B, pages B-45 to B-57 and the structure data table located in Appendix B, pages B-98 and B-103.

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The maintenance of traffic (MOT) for the project will require the closure of Soldiers Home Road, from Sagamore Parkway Ramp to north of Hamilton Steet, in five phases, during construction. The detour will utilize Chippewa Street, Navajo Street, Salisbury Street, and Kalberer Road.

Phase A will include the construction along Sagamore Parkway Access Ramp to Soldiers Home Road and Soldiers Home Road from Cedar Hollow Court to just south of Cumberland Avenue (Appendix B, page B-33). The Phase A pedestrian detour routes, utilizing temporary pathways and crosswalks, are in Appendix B, page B-37.

Phase B will include the construction along Soldiers Home Road from the east side of Sagamore Access Ramp, to complete the roundabout. Phase B will also include construction along Soldiers Home Road from Myrtle Drive/Westview Circle to Cedar Hollow Court/Reba Drive and from Hamilton Street/Overlook Drive to the end of construction (Appendix B, page B-34). The Phase B pedestrian detour routes, utilizing temporary pathways and curb ramps, are in Appendix B, page B-38.

Phase 1C will include the construction along Soldiers Home Road from north of Sharon Road to Myrtle Drive/Westview Circle and from Hartman Court to Hamilton Street/Overlook Drive, and north and south of Linda Lane (Appendix B, page B-35). The Phase C pedestrian detour routes, utilizing temporary pathways and curb ramps, are in Appendix B, page B-39.

Phase 1D will include the construction along Soldiers Home Road at Sharon Road and from Cumberland Avenue to Hartman Court (Appendix B, page B-35). The Phase D pedestrian detour routes, utilizing temporary pathways and curb ramps, are in Appendix B, page B-40.

Phase E will include the construction along Soldiers Home Road from north of Sagamore Parkway Access Ramp to Sharon Road (Appendix B, page B-36). The Phase E pedestrian detour routes, utilizing temporary pathways and curb ramps, are in Appendix B, page B-41.

The proposed detour duration will be approximately 1 year. The detour length is approximately 2.2 miles and results in approximately 1.5 additional travel miles. The MOT sheets are provided in Appendix B, pages B-31 to B-41.

The detour will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Access to all parcels will be maintained for the duration of construction.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$708,060 (2022), \$168,140 (2023) Right-of-Way: \$890,670 (2026) Construction: \$10,260,600 (2028)
and \$303,880 (2025)

Anticipated Start Date of Construction: Spring 2028

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.27	0.01
Commercial	0.13	0.08
Agricultural	0.00	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other: Institutional	0.05	0.08
TOTAL	1.45	0.17

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advanced acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The existing ROW widths along Soldiers Home Road vary from approximately 27 ft. to 35 ft. east of the center line of the roadway and 30 ft. to 40 ft. west of the center line of the roadway. The existing ROW consists of grass lawns adjacent to existing residential dwellings.

The project requires approximately 1.45 acres of permanent ROW consisting of 1.27 acres from residential, 0.13 acre from commercial and 0.05 acre from institutional land uses. The project also requires approximately 0.17 acre of temporary ROW consisting of 0.01 acre residential, 0.08 acre commercial and 0.08 acre institutional land uses. Approximately 0.38 acre will be re-acquired from residential land use and there will be work within approximately 0.18 acre of a residential easement.

The proposed permanent ROW widths along the east side of Soldiers Home Road vary from approximately 35 ft. to 55 ft. from the center line of the roadway and the proposed permanent ROW widths along the west side of Soldiers Home Road vary from approximately 40 ft. to 88.8 ft. from the center line of the roadway. Plat sheets are provided in Appendix B, pages B-29 to B-30.

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on November 12, 2024, November 15, 2024 and April 22, 2025 Appendix C, pages C-1 to C-3.

Agency	Date Sent	Response Received	Appendix C
FHWA	11/12/2024	No response	N/A
National Parks Service Midwest Regional Office	11/12/2024	No Response	N/A
Indiana Geological and Water Survey (IGWS)	11/12/2024	11/12/2024	C-38 to C-39
Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW)	11/12/2024	12/12/2024	C-4 to C-7
U.S. Department of Housing & Urban Development	11/12/2024	No Response	N/A
INDOT Crawfordsville District Office Project Manager	11/12/2024	No Response	N/A
INDOT Crawfordsville District Office Environmental Division	11/12/2024	No Response	N/A
U.S. Fish and Wildlife Service (USFWS)	11/12/2024	11/13/2024	C-35 to C-37
INDOT Office of Aviation	11/12/2024	11/18/2024	C-41
Natural Resources Conservation Service (NRCS)	11/12/2024	11/25/2024	C-40
Area Plan Commission of Tippecanoe County (APCTC)	11/12/2024	No Response	N/A
West Lafayette Streets Commissioner	11/12/2024	No Response	N/A
West Lafayette Engineering	11/12/2024	No Response	N/A
West Lafayette City Council District 5	11/12/2024	No Response	N/A
West Lafayette City Council District 4	11/12/2024	No Response	N/A
City of West Lafayette Mayor	11/12/2024	No Response	N/A
West Lafayette Parks and Recreation Board	11/12/2024	No Response	N/A
West Lafayette Community School Corporation	11/12/2024	No Response	N/A
Montessori School of Greater Lafayette	11/15/2024	No Response	N/A
West Lafayette City Engineer (MS4 Stormwater)	4/22/2025	4/28/2025	C-48 to C-51

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: N/A Linear feet Total impacted stream(s): N/A Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Cedar Hollow	Ephemeral	88	88	Cedar Hollow is located east of Soldiers Home Road approximately 150 ft. north of Cedar Hollow Court, flows west to east and is likely Water of the US (Appendix F, pages F-8 to F-9 and F-14)

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Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial photograph of the project area (Appendix B, page B-3) and the Red Flag Investigation (RFI) report (Appendix E, page E-3), there are seventeen streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There is one stream river, watercourse, or other jurisdictional feature within or adjacent to the project area. That number was confirmed by the site visit on November 20, by Metric Environmental.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on January 22, 2025 and updated on May 22, 2025, by Metric Environmental. Please refer to Appendix F, pages F-1 to F-22 for the *Waters Delineation Report*. It was determined that a likely jurisdictional stream is located within the project area. The US Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Cedar Hollow

Cedar Hollow flows from west to east and is approximately 88 linear feet (0.015 acre) long within the project area. Cedar Hollow is associated with a dashed blue line on the USGS topographic map, indicating that it is likely intermittent. The ordinary high-water mark (OHWM) is approximately 7.25 ft. wide and 1.67 ft. deep within the project area. The dominant stream substrate consisted of sand and riprap. No functional riffles or pools or sinuosity were observed. Vegetation along the stream banks included sugar maple (*Acer saccharum*), white oak (*Quercus alba*) and amur honeysuckle (*Lonicera maackii*). Cedar Hollow flows northeast into the Wabash River, a jurisdictional Water of the U.S. Because the stream is intermittent, it meets the current definition of a WOTUS, so it should be considered a Water of the U.S.

Approximately 88 linear feet (0.015 acre) of permanent impacts to Cedar Hollow are anticipated as a result of installing pipes and relocating the stream through the pipes. Additionally, 13 tons of revetment riprap will be placed at the pipe outlet, permanently impacting 25 square yards and 0.0043 acre of Cedar Hollow (Appendix B, page B-49). No temporary impacts to Cedar Hollow are planned. A Section 401/404 Regional General Permit (RGP) will likely be required due to relocating Cedar Hollow. No mitigation is anticipated.

The IDNR-DFW responded on December 12, 2024, with recommendations to avoid or minimize impacts to waterways, including bank stabilization measures, methods for riprap placement, and the minimization of in-channel disturbance (Appendix C, pages C-4 to C-7). All applicable recommendations are provided in the *Environmental Commitments* section of this document.

Open Water Feature(s)	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-3) there are no open water feature(s) within the 0.5-mile search radius. There are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visit on November 29, 2024 by Metric Environmental. Therefore, no impacts are expected.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on January 22, 2025 and updated on May 22, 2025, by Metric Environmental. Please refer to Appendix F, pages F-1 to F-22 for the *Waters Delineation Report*. It was determined that no open water features are located within the project area. The USACE makes all final determinations regarding jurisdiction.

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Presence **Impacts**

Yes **No**

Wetlands

Total wetland area: 0.0 Acre(s) Total wetland area impacted: 0.0 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

	<u>Documentation</u>	<u>ESD Approval Dates</u>
Wetlands (Mark all that apply)		
Wetland Determination	<input type="checkbox"/>	<input type="text"/>
Wetland Delineation	<input type="checkbox"/>	<input type="text"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="text"/>

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-3) there are five wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on November 20, 2024 by Metric Environmental. Therefore, no impacts are expected.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on January 22, 2025 and updated on May 22, 2025, by Metric Environmental. Please refer to Appendix F, pages F-1 to F-22 for the *Waters Delineation Report*. It was determined that no likely jurisdictional wetlands are located within the project area. The USACE makes all final determinations regarding jurisdiction.

Presence **Impacts**

Yes **No**

Terrestrial Habitat

Total terrestrial habitat in project area: 2.97 Acre(s) Total tree clearing: 1.23 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, a site visit on November 20, 2024, by Metric Environmental, a review of the aerial photograph (Appendix B, page B-3), the predominant land use in the project area consists of residential dwellings with maintained lawns and agricultural and pasture fields. The dominant vegetation along the project roadway consists of red fescue (*Festuca rubra*), red clover, (*Trifolium pratense Fabales*), tall false rye grass (*Schedonorus arundinaceus*) and Kentucky bluegrass (*Poa pratensis*).

Approximately 2.97 acres of terrestrial habitat will be impacted to construct the project. Of the 2.97 acres, 1.23 acres of trees and brush will be removed within the project area to build the roundabout and relocate existing overhead utility lines. The dominant tree species to be removed consist of mixed oaks (*Quercus* species), mixed maples (*Acer* species), and black walnut (*Junglans nigra*).

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All efforts to minimize terrestrial impacts were considered during the design phase of the project. The construction limits have been reduced to the extent practical to build the project while limiting terrestrial disturbance. All disturbed areas will be stabilized, graded and re-seeded per INDOT standard specifications. No terrestrial habitat restoration or mitigation will be necessary.

The IDNR-DFW responded on December 12, 2024, and recommended avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. The IDNR-DFW recommended the proposed landscaping along the corridor should consider the use of native trees, shrubs, grasses, and wildflowers to offset impacts to these resources as a result of the proposed project.

to minimize terrestrial impacts including revegetating all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) sedges, and wildflowers native to Central Indiana as soon as possible upon project completion. The IDNR-DFW also recommended that appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from leaving the construction area and maintaining these measures until construction is complete and all disturbed areas are stabilized (Appendix C, pages C-4 to C-7). The IDNR-DFW also recommended planting two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height. All applicable recommendations are provided in the *Environmental Commitments* section of this document.

Protected Species

Federally Listed Bats

- Information for Planning and Consultation (IPaC) determination key completed
- Section 7 informal consultation completed (IPaC cannot be completed)
- Section 7 formal consultation Biological Assessment (BA) required

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

- Additional federal species found in project area (based on IPaC species list)
- State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Migratory Birds

- Known usage or presence of birds (i.e. nests)
- State bird species based upon coordination with IDNR

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, page E-5) completed by Metric Environmental on July 25, 2024, the IDNR Tippecanoe County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated December 12, 2024 (Appendix C, pages C-4 to C-7) the Natural Heritage Program's Database has been checked and a Raptor Migratory Concentration Area has been documented within 0.5 mile of the project area, in addition to the State endangered Rabbitsfoot (*Theliderma cylindrica*), the State special concern Common Nighthawk (*Chordeiles minor*) and Mississippi Kite (*Ictinia mississippiensis*). The IDNR-DFW does not anticipate any significant impacts to the Common Nighthawk due to this project. However, the project area provides suitable nesting habitat for the Mississippi Kite and suitable migratory stopover for raptors. To minimize impacts to these species, the IDNR-DFW recommended removing trees and other woody vegetation outside of the spring migratory season and the breeding season. The spring migratory and breeding season occurs between early April and late August.

An INDOT 0.5 mile bat review occurred on March 29, 2023 and June 17, 2025. There are no documented sites within 0.5 mile of the project area (Appendix C, page C-8 to C-10).

Project information was submitted through the USFWS Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-11 to C-19). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and the NLEB. Refer to paragraph below.

The official species list generated from IPaC indicated five other species present within the project area: the experimental population, non-essential Whooping Crane (*Grus americana*), the endangered Fanshell clam (*Cyprogenia stegaria*), the threatened Rabbitsfoot clam (*Quadrula cylindrica cylindrica*), the proposed endangered Salamander Mussel (*Simpsonaias ambigua*), and the proposed threatened Monarch Butterfly (*Danaus plexippus*).

On June 13, 2025, Metric Environmental coordinated with INDOT Crawfordsville District regarding a "No Effect" determination for the Fanshell and Rabbitsfoot mussels due to likely not present in Cedar Hollow, which is very shallow, as well as the distance of the Wabash River 0.5 mile northeast of the project area (Appendix C, page C-20)

On June 16, 2025, INDOT agreed with Metric Environmental's assessment and added that the requirements of the Construction Stormwater General Permit will enforce appropriate erosion and sediment. Therefore, on behalf of FHWA, INDOT concluded that the project's impacts to the Rabbitsfoot and Fanshell mussels warrant a "No Effect" determination (Appendix C, page C-21).

No coordination is required for the Whooping Crane or Monarch Butterfly.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on June 17, 2025, and based on the responses provided, the project was found to "May Affect/Not Likely to Adversely Affect" the Indiana bat and the NLEB (Appendix C, pages C-22 to C-34). INDOT reviewed and verified the effect finding on June 17, 2025, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding.

Avoidance and Minimization Measures (AMMs) include direct temporary lighting away from suitable habitat, installation of new lighting requirements, tree clearing requirements, and ensuring all operators and contractors are aware of all environmental commitments and AMMs. The AMMs are included as firm commitments in the *Environmental Commitments* section of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

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Geological and Mineral Resources

- Project located within the Indiana Karst Region
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

	Yes	No
Project located within the Indiana Karst Region	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Karst features identified within or adjacent to the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Oil/gas or exploration/abandoned wells identified in the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-2), the RFI report (Appendix E, page E-3) there are no karst features identified within or adjacent to the project area. In the automatic response, received November 12, 2024, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages C-38 to C-39).

The IGWS did identify geological hazards including a moderate liquefaction potential, a low potential for bedrock resources and a low potential for sand and gravel resources. No documented active or abandoned mineral resource extraction sites are documented within the search radius. The aforementioned geological features will not be affected because the scope of work will not involve deep excavation (i.e., greater than 3 ft. below ground surface). Response from IGWS has been communicated with the designer on November 12, 2024. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urbanized Area Boundary	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
If Yes, is a Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

The project is located in Tippecanoe County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 3, 2024, by Metric Environmental. This project is not located within a Wellhead Protection or Source Water Protection Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on November 3, 2024, by Metric Environmental. No wells are located near this project. Therefore, no impacts are expected.

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Based on a desktop review at (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>), IDEM’s Municipal Separate Storm Sewer Systems (MS4) by Metric Environmental on April 22, 2025, this project is located in an Urban Area Boundary (UAB). An MS4 coordination letter was sent on April 22, 2025 to the West Lafayette City Engineer. On April 28, 2025, the Stormwater Specialist from West Lafayette responded that hydrodynamic separators are post-construction best management practices that the City of West Lafayette request be included during construction of this project (Appendix C, pages C-48 to C-51). This is included as a firm commitment in the *Environmental Commitments* section of this document.

Based on a desktop review, a site visit on November 20, 2024, by Metric Environmental, the aerial map of the project area (Appendix B, page B-3) this project is located where there is a public water system. The public water system will be affected due to relocating portions of the existing water main to avoid conflicts during this project. On December 5, 2022, the Indiana American Water has reviewed the preliminary project and identified watermains, valves and hydrant services within the project limits (Appendix C, pages C-39 to C-44). Draft plans identifying the existing watermain survey, existing watermain corrected, and proposed watermain relocations to avoid conflict are located in Appendix B, pages B-91 to B-97). Coordination between the Designer and Indiana American Water will be on-going.

Floodplains	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Project located within a regulated floodplain	<input type="text"/>	<input type="text"/>	<input type="text"/>
Longitudinal encroachment	<input type="text"/>	<input type="text"/>	<input type="text"/>
Transverse encroachment	<input type="text"/>	<input type="text"/>	<input type="text"/>
Homes located in floodplain within 1000’ up/downstream from project	<input type="text"/>	<input type="text"/>	<input type="text"/>

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) was accessed on August 31, 2024, by Metric Environmental. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain map (Appendix F, page F-16). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prime Farmland (per NRCS)	<input type="text"/>	<input type="text"/>	<input type="text"/>

Total Points (from Section VII of CPA-106/AD-1006*) _____
**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on November 20, 2024 by Metric Environmental, the aerial map of the project area (Appendix B, page B-3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on November 12, 2024, to Natural Resources Conservation Service (NRCS). On November 25, 2024 NRCS responded this project will not cause a conversion of prime farmland (Appendix C, page C-40).

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SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
			X

Full 106 Effect Finding

No Historic Properties Affected		No Adverse Effect	X	Adverse Effect	
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Eligible and/or Listed Resources Present

NRHP Building/Site/District(s)	X	Archaeology		NRHP Bridge(s)	
--------------------------------	----------	-------------	--	----------------	--

Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination	X
800.11 Documentation	X
Historic Properties Report or Short Report	X
Archaeological Records Check and Assessment	X
Archaeological Phase Ia Survey Report	X
Archaeological Phase Ic Survey Report	
Other: Effects Analysis/Report	

ESD Approval Date(s)

January 7, 2025
January 7, 2025
October 21, 2024
October 21, 2024
October 21, 2024

SHPO Approval Date(s)

January 23, 2025
January 23, 2025
November 19, 2024
November 19, 2024
November 19, 2024

Memorandum of Agreement (MOA)	
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MOA Signature Dates (List all signatories)

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties.

Area of Potential Effects:

Qualified professionals working for Metric Environmental and meeting the Secretary of the Interior’s Professional Qualifications Standards defined an Area of Potential Effect. The Area of Potential Effects (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” [36 CFR § 800.16(d)]. The APE for aboveground resources was drawn sufficiently large to encompass potential impacts including visual, physical, and traffic-related impacts that may result from the undertaking, whichever alternative is selected. The Area of Potential Effects (APE) extends at least 500 ft. beyond the project terminus, and at least one property deep on each side of Soldiers Home Road. The APE for the archaeology investigation encompassed approximately 23.89 acres. A map of the APE can be found in Appendix D, page D-16.

Coordination with Consulting Parties:

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), individuals and groups with a demonstrated interest in the undertaking were invited to participate in efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

On February 23, 2024, an Early Coordination Letter (ECL) was sent to the State Historic Preservation Officer (SHPO) and to other stakeholders and interested parties (Appendix D, pages D-59 to D-68). The ECL provided project information, project location maps, and invited recipients to become consulting parties to the undertaking. The parties were requested to indicate whether they agreed or did not agree to participate as a consulting party within 30 days of receipt of the invitation. It was noted that if the invited party did not reply, they would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed. Below is a list of invited consulting parties for this undertaking:

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Consulting Party	Accepted/No Response
SHPO	Accepted
Tippecanoe County Historian	No Response
Tippecanoe County Area Genealogical Society	No Response
Tippecanoe County Historical Association	No Response
Indiana Landmarks Western Regional Office	No Response
New Chauncy Housing, Inc.	No Response
Lafayette Neighborhood Housing Service	No Response
West Lafayette Historic Preservation Committee	No Response
Area Plan Commission of Tippecanoe County	No Response
Tippecanoe County Commissioners	No Response
Tippecanoe County Highway Department	Accepted
John Dennis, Mayor	No Response
West Lafayette Street Commissioner	No Response
West Lafayette Engineering Department	No Response
Greater Lafayette Commerce	No Response
Public Works Director of West Lafayette	No Response
Downtown Business Center of Lafayette	No Response
Eastern Shawnee Tribe of Oklahoma	Accepted
Miami Tribe of Oklahoma	Accepted
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	Accepted
Shawnee Tribe	Accepted
Forest County Potawatomi Community	Accepted
Turtle Mountain Band of Chippewa Indians	Accepted

On February 26, 2024, the Tippecanoe County Highway Department indicated they have no objections to this project. The Tippecanoe County Highway Department also provided updated contact information for the new executive director of the Tippecanoe County Area Plan Commission (Appendix D, page D-69).

On February 26, 2024, the Turtle Mountain Band of Chippewa Indians responded that no effect will occur during or within this project (Appendix D, page D-70).

In a letter dated February 28, 2024, Miami Tribe of Oklahoma accepted consulting party status and offered no objections to the project but requested if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of the project that they be immediately consulted (Appendix D, page D-71).

On February 29, 2024, the Shawnee Tribe accepted consulting party status and concurs that no known historic properties will be negatively impacted by this project (Appendix D, page D-72).

In a letter dated March 6, 2024 the SHPO responded they are not aware of any other parties who should be invited to participate in the Section 106 consultation process (Appendix D, page D-73).

In a letter dated March 22, 2024 the Pokagon Band of Potawatomi Indians responded the project will have no adverse effect on any historic religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians (Appendix D, page D-74).

The Eastern Shawnee Tribe of Oklahoma responded on April 18, 2024, and accepted the invitation to participate as a consulting party (Appendix D, page D-75).

No other consulting party responses to the early coordination letter were received.

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Archaeology:

Pursuant to 36 CFR § 800.4(b), a Qualified Professional Archaeologist with Metric Environmental prepared a Phase Ia Archaeology Report for the project (Copenhaver and Stevenson 9/16/2024). A literature review of the SHAARD database indicated that the project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources.

Based on the records check results, Metric Environmental staff conducted field work that included a visual inspection, pedestrian survey, and the excavation of shovel test probes. No archaeological resources were identified as a result of the investigation, and the Phase Ia Archaeology Report recommended the project be allowed to proceed with no additional work. An excerpt of the Phase Ia Archaeology Report is provided in Appendix D, pages D-54 to D-57. The INDOT CRO distributed the report to the SHPO and the Tribes on October 21, 2024 (Appendix D, page D-83).

Historic Properties:

Pursuant to 36 CFR § 800.4(b), personnel with Metric Environmental, who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, included a check of data available online at the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), the Tippecanoe County Interim Report: Indiana Historic Sites and Structures Inventory (1996, Historic Landmarks Foundation of Indiana), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), the INDOT-Cultural Resources Office (CRO) Public Web Map App, and the Indiana Register of Historic Sites and Structures and the National Register of Historic Places (NRHP databases). There are no previously documented above-ground resources within the APE.

A Historic Property Report (HPR) (Vorndran and Bachant-Bell 10/21/2024) was developed for the project. An excerpt of the HPR is provided in Appendix D, pages D-50 to D-52. The HPR was reviewed and approved by INDOT CRO and distributed to consulting parties for review and comment. The HPR recommended two properties as eligible for listing in the NRHP. Wabash Shores Historic District, roughly bound by Sagamore Parkway on the north, Happy Hollow Road on the east, property lines/tree line on the south, and Huron Road and Salisbury Street on the west and the House located at 3211 Soldiers Home Road.

The Wabash Shores Historic District is an example of a larger Custom Development as it contains a total of five sections platted in succession. For these reasons, the Wabash Shores Historic District is recommended eligible for listing in the NRHP under Criterion A as a significant example of a Custom Development during the postwar era. Please see Photos 3 and 4 in Appendix D, page D-25.

The house located at 3211 Soldiers Home Road is a comparatively rare and exemplary representative of the Contemporary Style in West Lafayette. The property retains a high degree of integrity retaining the aspects of location, setting, design, materials, workmanship, feeling, and association. Its floor plan, roof form, and exterior cladding material are original. Therefore, the house at 3211 Soldiers Home Road is eligible for listing in the NRHP under Criterion C for Architecture with a period of significance of ca. 1961. Please see Photo 48 in Appendix C, page D-48.

There are no other resources listed in or eligible for listing in the NRHP nor in the Indiana Register of Historic Sites and Structures within the proposed APE of this project.

The INDOT CRO distributed the Phase Ia Archaeology Report and HPR to the Tribes on October 21, 2024 (Appendix D, page D-83). Metric Environmental distributed the Phase Ia Archaeology Report and HPR report to the SHPO and the HPR to the Tippecanoe County Highway Department (Appendix D, page D-84).

In a letter dated October 22, 2024 the Miami Tribe offers no objection to the project (Appendix D, page D-85).

On November 12, 2024, the Forest County Potawatomi Tribal Historic Preservation Officer responded that no historic properties affected of significance and that they wish to remain as a consulting party for this project (Appendix D, page D-86).

In a letter dated November 19, 2024, the SHPO agrees with the HPR that there are no previously recorded NRHP listed or eligible resources located within the APE. The SHPO also agrees that the Wabash Shores Historic District and the house at 3211 Soldiers Home Road are eligible for the NRHP. The SHPO had a comment in regard to the statements of ineligibility for properties noted in the table of the HPR that "lacks significance due to the frequency with which this architectural style was seen in its time period/era." Regarding this statement, the Indiana SHPO does not agree that the frequency of when an architectural style was "seen" in a time period/era would constitute a reason for ineligibility at the time of assessment. The SHPO concurred with the archaeological report's conclusions that the project area does not have the potential to contain archaeological resources, and no further work appears to be necessary (Appendix D, pages D-87 to D-88).

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In a letter dated November 19, 2024 the Eastern Shawnee Tribe of Oklahoma indicated the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe (Appendix D, page D-89).

No other consulting party responses to the Phase Ia Archaeology Report and HPR were received.

Documentation, Findings:

On January 7, 2025, the INDOT CRO approved the APE and issued a “No Adverse Effect” finding for this project (Appendix D, Page D-1 to D-13). Following this finding, the effect documentation was provided to the SHPO for a 30-day review and comment period. On January 23, 2025, the Indiana SHPO responded and concurred with the “No Adverse Effect” finding (Appendix D, pages D-93 to D-94). On January 7, 2025, the INDOT-CRO emailed notification of the “No Adverse Effect” finding to the Tribal consulting parties (Appendix D, page D-91). The notification was also sent to the non-Tribal consulting parties on January 7, 2025 (Appendix D-92).

On January 27, 2025, the Forest County Potawatomi Tribal Historic Preservation Officer responded that no historic properties affected of significance and that they wish to remain as a consulting party for this project (Appendix D, page D-95).

On February 11, 2025, the Shawnee Tribe’s Tribal Historic Preservation Officer responded that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources (Appendix D, page D-96).

Public Involvement:

In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the views of the public were sought regarding the effect of the proposed project. To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration-Indiana Division’s (FHWA’s) finding of “No Adverse Effect” was published in the *Journal and Courier* on January 10, 2025, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed after 30 days on February 11, 2025. The legal notice and affidavit of publication are provided in Appendix D, pages D-97 to D-99.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluations Prepared

Programmatic Section 4(f)	<input type="checkbox"/>
“De minimis” Impact	<input type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input checked="" type="checkbox"/>

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Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial photograph of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-2) there are twenty potential 4(f) resources located within the 0.5 mile search radius. Based on the site visit conducted on February 13 and 21, 2024 and November 20, 2024, by Metric Environmental there are four Section 4(f) resources within or adjacent to the project area.

Wabash Shores Historic District (bound by Sagamore Parkway on the north, Happy Hollow Road on the east, property lines/trees on the south, and Huron Road and Salisbury Street on the west) – The district includes approximately 343 residential houses and three churches. The subdivision was constructed between 1955 and 1973. An addition was added to Pawnee Drive to include a total of 12 homes along Pawnee Court, Pawnee Circle, and Pawnee Park during the 1980s and 1990s. The Wabash Shores Historic District contains residential buildings in a variety of styles, including Contemporary, Modern, and New Traditional with Colonial, Tudor, French, Greek Classical, and Italian Renaissance influences. The homes include a combination of builder custom homes, as well as architect-designed homes with heavy influences from the Modern and Contemporary architectural movements. The Wabash Shores Historic District is significant under Criterion A for its association with the theme of postwar community planning and development as a Custom Development as outlined in the “Residential Planning and Development in Indiana, 1940-1973” Multiple Property Documentation Form (MPDF) and under Criterion C for its Architecture and Community Planning and Development. This undertaking will not convert property from the Wabash Shores Historic District, a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, no Section 4(f) evaluation is required for the Wabash Shores Historic District (Appendix D, pages D-1 to D-2).

House at 3211 Soldiers Home Road – This flat-roof Contemporary Style house, constructed ca. 1961, is located five parcels north of Overlook Drive on the east side of Soldiers Home Road. The house has an Lshaped footprint. The house has a flat roof with a row of broad, shallow clerestory windows just below the roofline set between the roof beams. The roof has a wide eave overhang supported by exposed rafters. A wide central chimney with a stone veneer punctuates the flat roofline, contrasting with the horizontal appearance of the house. The house has board and batten siding with wood dividers that protrude from the wall underneath the exposed rafters to create panelized sections. A recessed front entryway is located on the north side of the façade. The front door has been replaced and is flanked by two narrow sidelights. A screen-enclosed porch is located on the south side of the house and a wood ramp has been added to access the detached garage. The house is built on a concrete slab. The two-bay detached garage was constructed in 1994. The house retains a high degree of original materials and integrity, and it is recommended eligible under Criterion C for its architectural significance. This undertaking will not convert property from the house at 3211 Soldiers Home Road, a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, no Section 4(f) evaluation is required for the house at 3211 Soldiers Home Road (Appendix D, pages D-1 to D-2).

Sagamore Parkway Trail is located adjacent to the south end of the project, along the north side of Sagamore Parkway and Cumberland Avenue Trail is located adjacent to the west side of Soldiers Home Road along the north side of Cumberland Avenue (Appendix E, page E-8).

The 10 ft. wide pedestrian shared-use paths will tie into the Sagamore Parkway Trail and Cumberland Avenue Trail. Although the proposed construction activities are considered a “use” as defined by Section 4(f) of the U.S. Department of Transportation Act (1966), the use of the Section 4(f) properties falls under the exemption stipulations outlined in 23 CFR 774.13(d). This exemption applies to temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) The following conditions must be satisfied:

- (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
- (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

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- (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Stipulations 2 and 4 above are included as firm commitments.

This project will not use these resources by taking permanent ROW and will not indirectly use the resources in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. In accordance with 23 CFR 774.13(d), on June 11, 2025, the City of West Lafayette, Parks and Recreation Department OWJ, agreed that such work is exempt to the requirement for Section 4(f) approval (Appendix I: I-15 to I-16). Therefore, no Section 4(f) use is expected.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of Section 6(f) properties on the INDOT ESD website revealed thirteen properties in Tippecanoe County that have received LWCF funding (Appendix I, page I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
 - Is the project in the most current MPO TIP?
 - Is the project exempt from conformity?
- If No, then:
 - Is the project in the Transportation Plan (TP)?
 - Is a hot spot analysis required (CO/PM)?

Yes	No
X	
X	
	X

Location in STIP: Incorporated by reference

Name of MPO (if applicable): APCTC

Location in TIP (if applicable): Page 18

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

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Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is located within the Fiscal Year (FY) 2026-2030 APCTC Transportation Improvement Program (TIP) (Appendix H, page H-1). The 2026-2030 APCTC TIP was administratively modified in the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP) (Appendix H, pages H-2 to H-5).

This project is located in Tippecanoe County, which is currently in attainment for all criteria pollutants according to <https://www.in.gov/idem/sips/nonattainment-status-of-counties/>. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c) or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise **Yes** **No**
 Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the discussion below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

This project will have a positive impact to community cohesion and quality of life by adding 10 ft. wide pedestrian shared-use paths where none exist along the west side Soldiers Home Road and the north and east sides of the newly constructed roundabout.

The U.S. Department of Housing and Urban Development (HUD) was consulted as part of the early coordination process regarding possible regional, community or neighborhood factors associated with this project. No response was received.

On May 21, 2024, Metric Environmental conducted an on-line review of the Indiana Festivals website (<http://www.indianafestivals.org>). There are no events identified within or near the project area that would be potentially impacted during construction of the project. No impact is expected.

The Americans with Disabilities Act (ADA) requires a transition plan by local and state governments. Such a plan includes how the government will remove barriers to accessibility over time for persons with disabilities, such as installing curb ramps at intersections, making a web site accessible for persons with low vision, ensuring public meetings are fully accessible to persons with disabilities and other related issues. The City of West Lafayette has an approved ADA transition plan. This project will involve the construction of ADA compliant curb ramps. The barrier of accessibility to the project area will only be temporary during construction activities.

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This project will not change the general development patterns, population density, or residential or commercial growth rate of the project area. Furthermore, there will be no permanent impacts to local mobility, access, pedestrian or motorist safety or emergency services as a result of the project. The project will not have any adverse impact on the local tax base or property values.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, a review of the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-2), there are seven religious facilities, one airport, five schools, three recreational facilities, nine trails, and three managed lands located within the 0.5 mile search radius. There are three public facilities adjacent to the south end of the project area. That number was confirmed by the site visit on November 20, 2024 by Metric Environmental.

One private school, Montessori School of Greater Lafayette, is located adjacent to the south end of the project area, on the east side of Soldiers Home Road. The construction activities adjacent to the school include relocating the 12 inch water main to avoid conflict, install a hydrant, sidewalk, curb and gutter, and sodding. Access will be maintained during construction.

On November 15, 2024, Metric Environmental sent the early coordination letter and maps to the Montessori School of Greater Lafayette to inform them of the project. No response was received. Approximately 0.08 acre of temporary ROW will be required. The other schools are not located within or adjacent to the project area; therefore, no impacts are expected.

Two historic sites consisting of Wabash Shores Historic District (bound by Sagamore Parkway on the north, Happy Hollow Road on the east, property lines/trees on the south, and Huron Road and Salisbury Street on the west) and a house located at 3211 Soldiers Home Road are located adjacent to the project area. This undertaking will not convert property from Wabash Shores Historic District and the house at 3211 Soldiers Home Road, Section 4(f) historic properties, to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, no Section 4(f) evaluation is required for Wabash Shores Historic District and the house at 3211 Soldiers Home Road (Appendix D, pages D-1 to D-2).

Two trails are located within or adjacent to the project area. Sagamore Parkway Trail is located adjacent to the south end of the project, along the north side of Sagamore Parkway and Cumberland Avenue Trail is located adjacent to the west side of Soldiers Home Road along the north side of Cumberland Avenue (Appendix E, page E-8). As discussed in Section E above, this project will not use these resources by taking permanent ROW and will not indirectly use the resources in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no Section 4(f) use is expected (Appendix I, pages I-15 to I-16).

Although not located within the 0.5 mile search radius, one public-use airport, Purdue University Airport, is located within 3.8 miles (20,000 feet) of the project area. Purdue University Airport is approximately 2.84 miles southwest of the project area; therefore, early coordination with INDOT Aviation occurred.

INDOT Office of Aviation responded on November 18, 2024, that no tall structure permit is required for the project if all equipment being used is under 30 feet in height (Appendix C, page C-41). The proposed new light poles are 30 ft. in height; therefore, the contractor may utilize equipment that exceeds 30 ft. in height. An INDOT Office of Aviation tall structure permit will likely be required.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

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Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): July 25, 2024

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of Geographic Information System (GIS) the RFI was completed by Metric Environmental on July 25, 2024, and INDOT-SAM provided their concurrence on July 25, 2024 (Appendix E, pages E-1 to E-10). One state cleanup site, two underground storage tank sites, and eight National Pollutant Discharge Elimination Systems facilities are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)	<input checked="" type="checkbox"/>
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List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

Section 401/404 Regional General Permits will be required due to planned impacts to Cedar Hollow Creek.

An IDEM Construction Stormwater General permit, formerly known as a Rule 5 permit, will be required due to the disturbance of more than 1.0 acre of land.

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The proposed new light poles are 30 ft. in height; therefore, the contractor may utilize equipment that exceeds 30 ft. in height. An INDOT Office of Aviation tall structure permit will likely be required.

Applicable recommendations provided by resource agencies are included in the *Environmental Commitments* section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT Crawfordsville District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Crawfordsville District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT Ecology, Waterway Permitting & Stormwater Office)
4. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
6. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)
8. Lighting AMM 2: When installing new or replacing lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illumination Engineering Society, be as close to 0 for all three ratings with a priority of uplight of 0 and backlight as low as practicable. (USFWS)
9. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field. (USFWS)
10. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 mile of roosts or documented foraging habitat at any time of year. (USFWS)
11. Hydrodynamic separators are post-construction best management practices that the City of West Lafayette request be included during construction of this project. (City of West Lafayette)
12. For the Sagamore Parkway Trail, the scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal. (City of West Lafayette, Parks and Recreation Department)

Indiana Department of Transportation

County Tippecanoe

Route Soldiers Home Road

Des. No. 1401291 and 2201253

13. For the Sagamore Parkway Trail, the land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project. (City of Lafayette, Parks and Recreation Department)
14. Temporary fencing shall be installed along the construction limits prior to the start of construction to protect the existing Section 4(f) property and the public. (City of West Lafayette)
15. Temporary pedestrian crossings will be provided to maintain accessibility of the Sagamore Parkway Trail and Cumberland Avenue Trail for the duration of construction of the roundabout and the intersection of Cumberland "Avenue at Soldiers Home Road. (City of West Lafayette)
16. The proposed new light poles are 30 ft. in height; therefore, the contractor may utilize equipment that exceeds 30 ft. in height. An INDOT Office of Aviation tall structure permit will likely be required. The contractor will be responsible for coordinating with INDOT Office of Aviation. (INDOT Office of Aviation).

For Further Consideration:

17. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
18. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
19. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
20. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
21. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
22. Remove trees and other woody vegetation outside of the spring migratory season and the breeding season. The spring migratory and breeding season occurs between early April and late August. (IDNR-DFW)
23. Any proposed landscaping along the corridor should consider the use of native trees, shrubs, grasses, and wildflowers to offset impacts to these resources as a result of the proposed project. (IDNR-DFW)
24. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or use looserwoven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR-DFW)
25. Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (IDNR-DFW)

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**APPENDIX A:
INDOT Supporting Documentation**

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level					
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

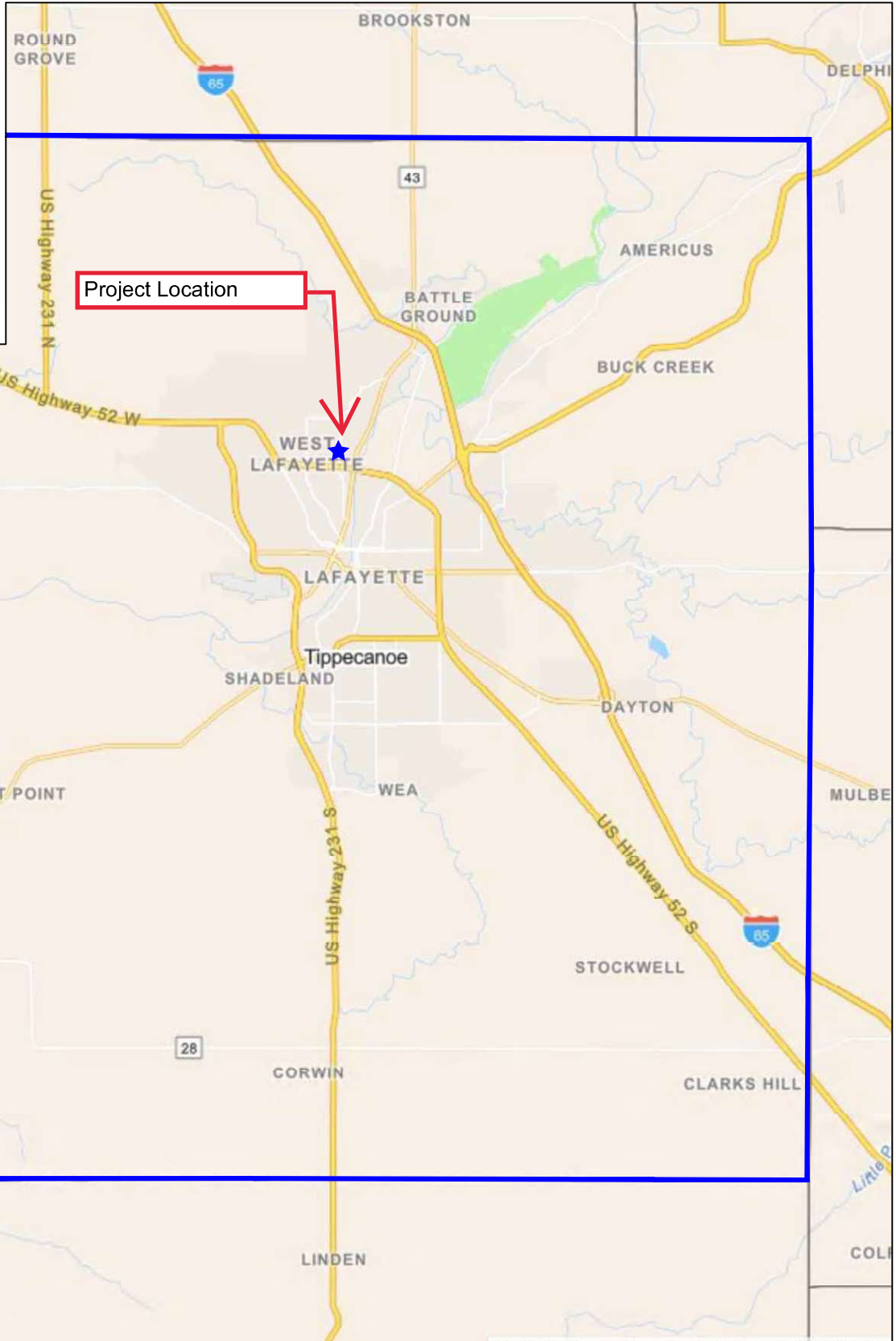
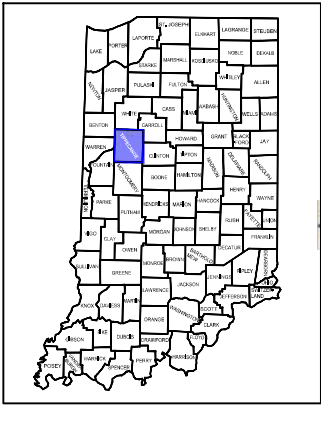
¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

APPENDIX B:

Graphics

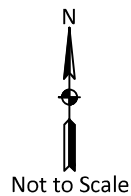


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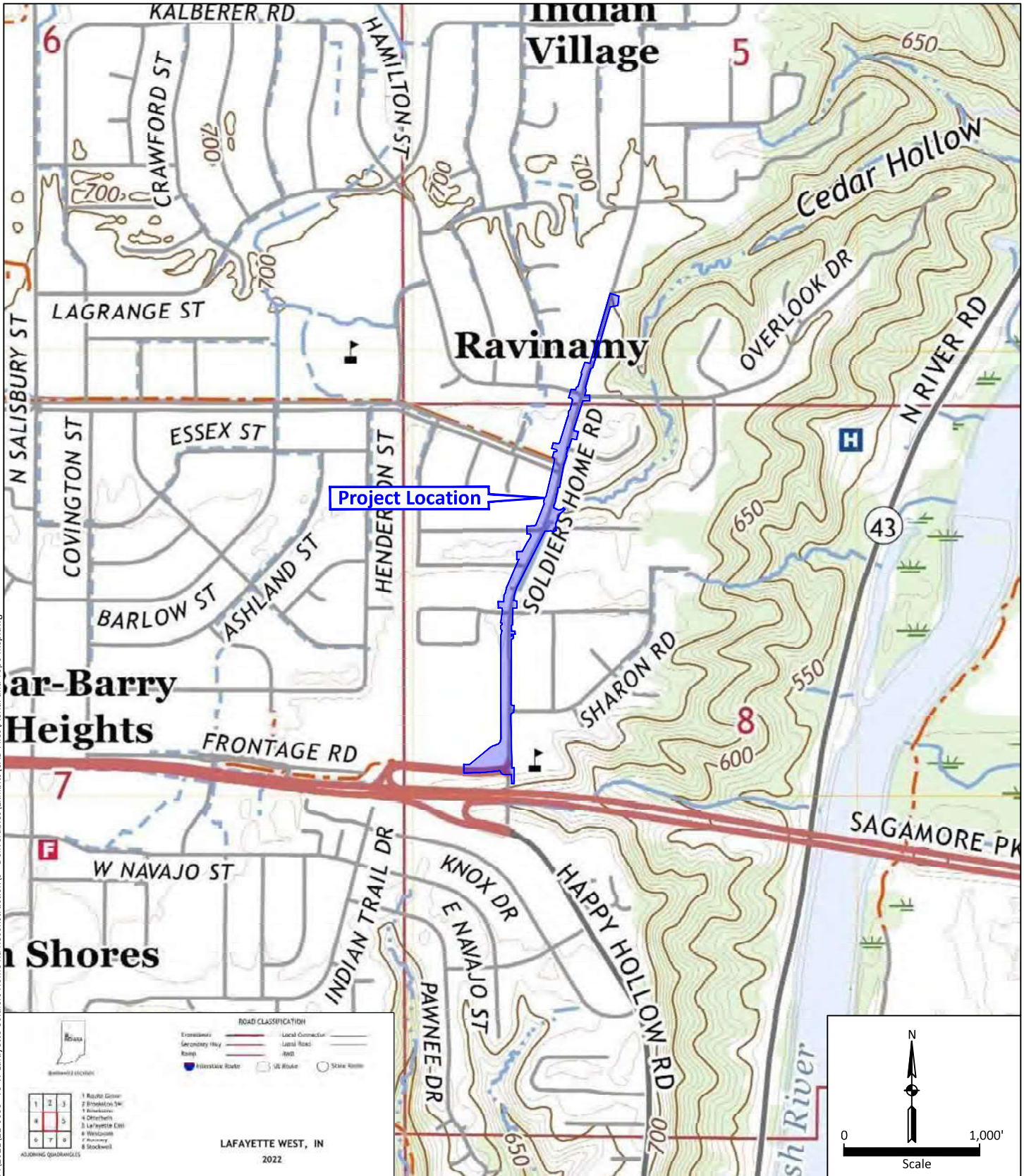
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Location Map
 Road Reconstruction Project
 Soldiers Home Road
 City of West Lafayette
 Tippecanoe County, Indiana
 Des. Nos. 1401291 and 2201253
 Metric Project # 21-0055

All locations approximate



Drawn by: ILJ
 Checked by: SC
 Approved by: LBH
 Date: April, 2025



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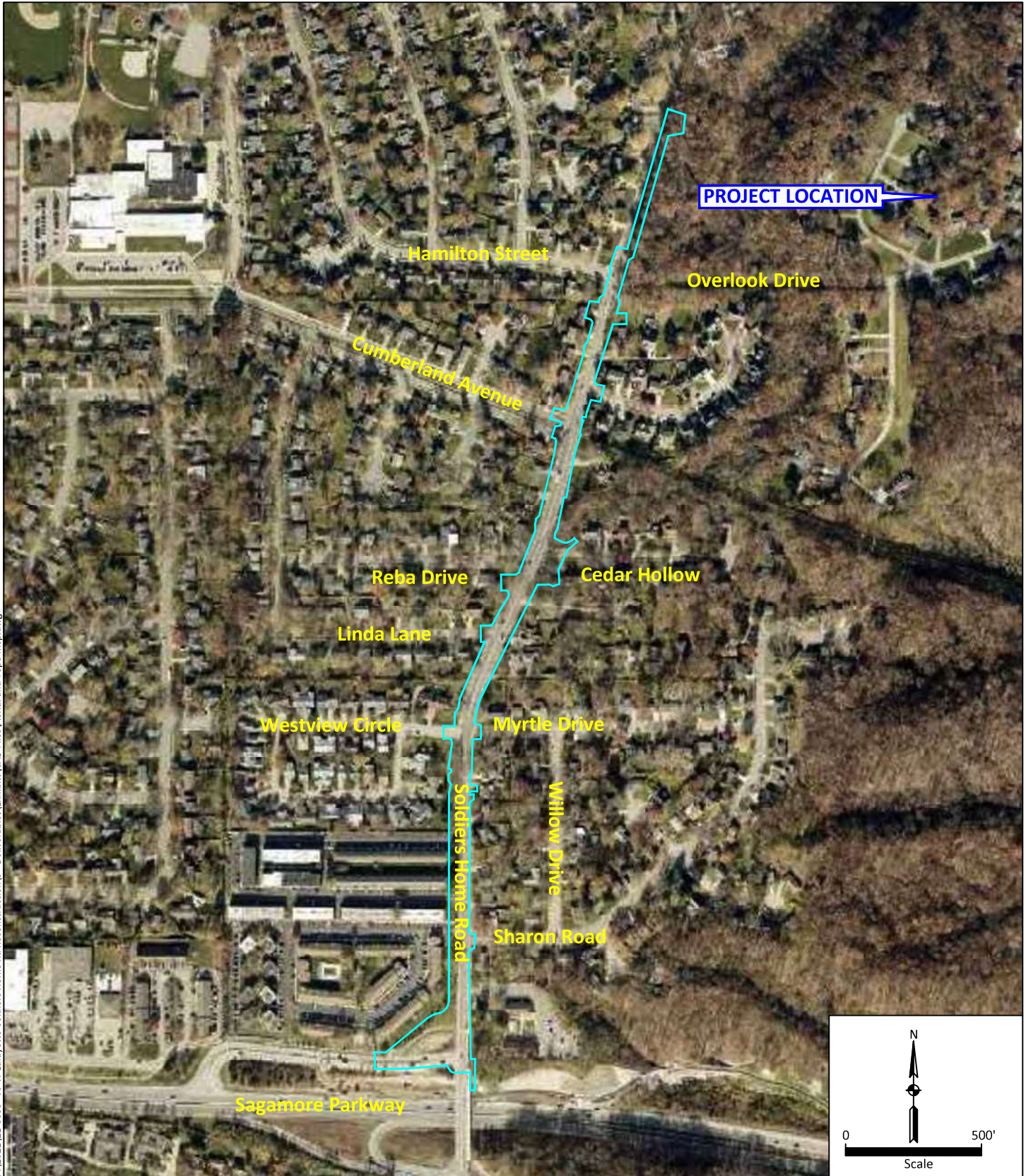
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USGS Topographic Map
 Road Reconstruction Project
 Soldiers Home Road
 City of West Lafayette
 Tippecanoe County, Indiana
 Des. Nos. 1401291 and 2201253
 Metric Project # 21-0055

All locations approximate



Drawn by: ILJ
 Checked by: SC
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 Date: April, 2025



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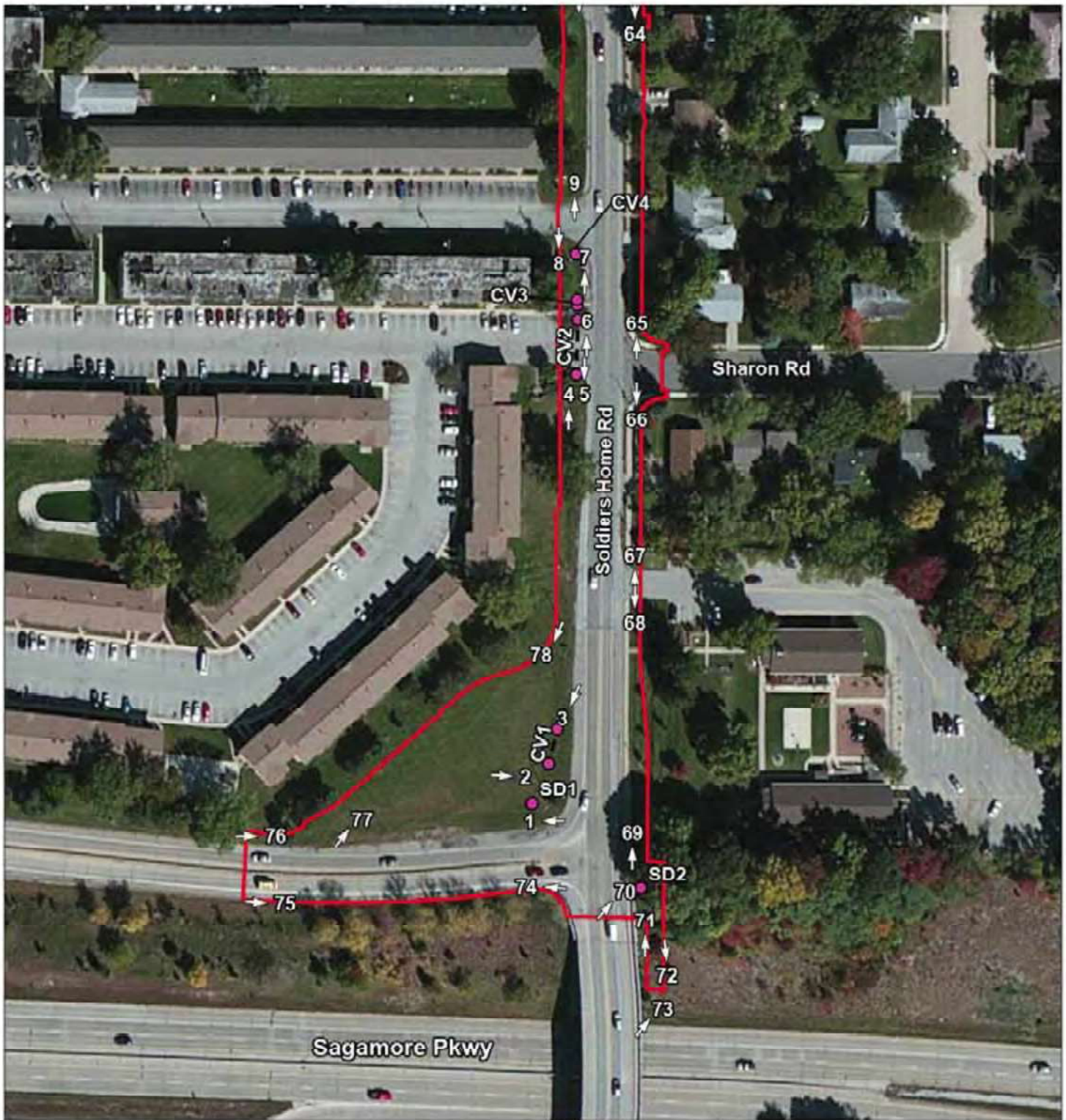
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2023 Aerial Photograph
 Road Reconstruction Project
 Soldiers Home Road
 City of West Lafayette
 Tippecanoe County, Indiana
 Des. Nos. 1401291 and 2201253
 Metric Project # 21-0055

All locations approximate



Drawn by: ILJ
 Checked by: SC
 Approved by: LBH
 Date: April, 2025



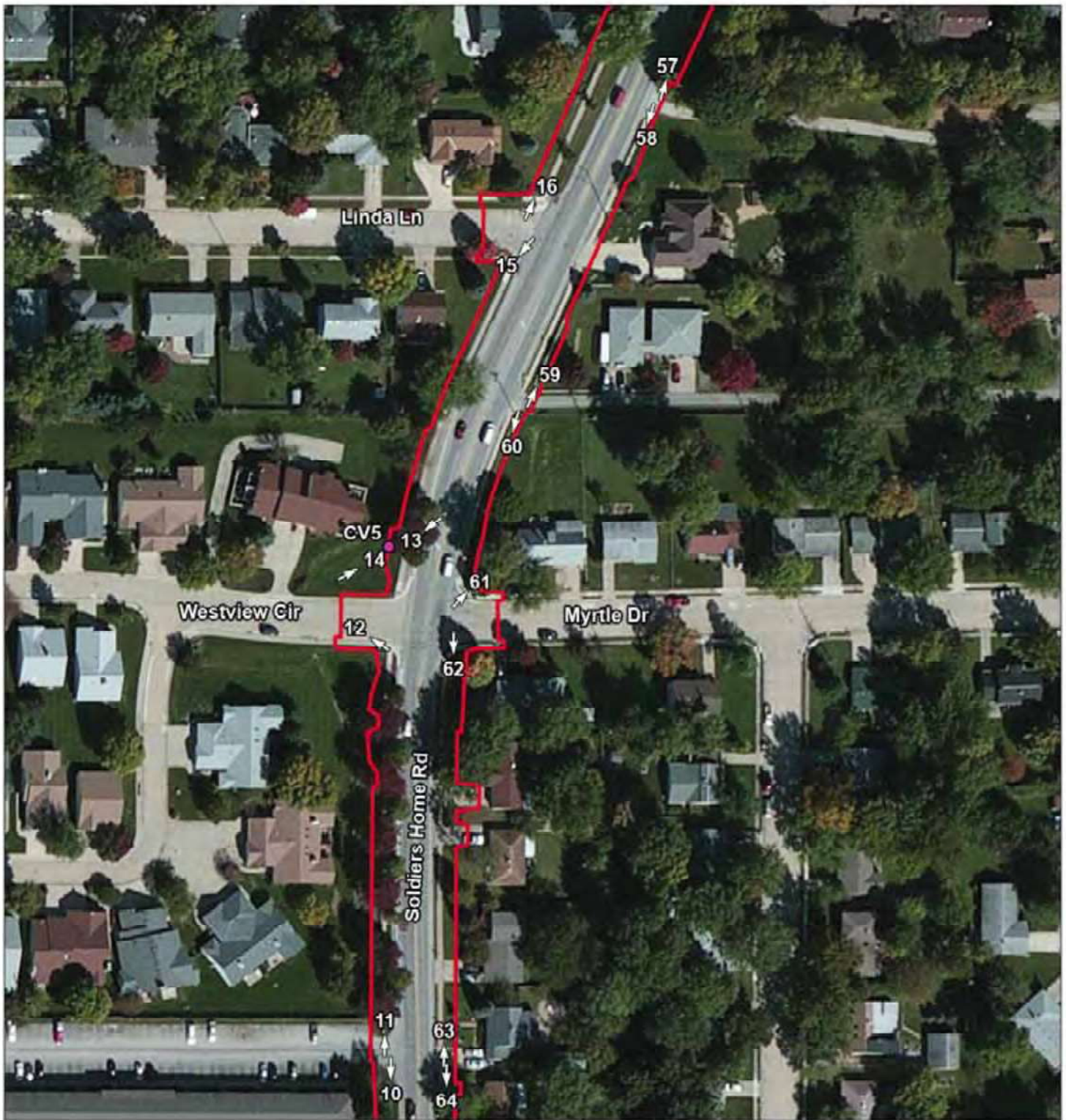
- Investigated Area (IA)
- Stream
- Ordinary High Water Mark (OHWM)
- Photo
- Culvert Opening (CV)/Storm Drain (SD)
- Sampling Point
- - Culvert (CV)

Exhibit 5 - Waters and Photo Map
 Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253
 Metric Project No. 21-0055
 Map Date: 1/9/2025
 Map Author: Lara Jones

All locations approximate
 Source: World Imagery (Clarity)



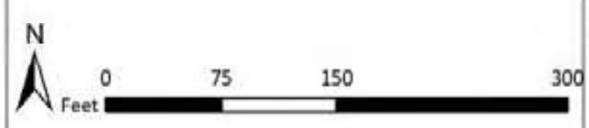
Exh. 5
 p. 1 of 4



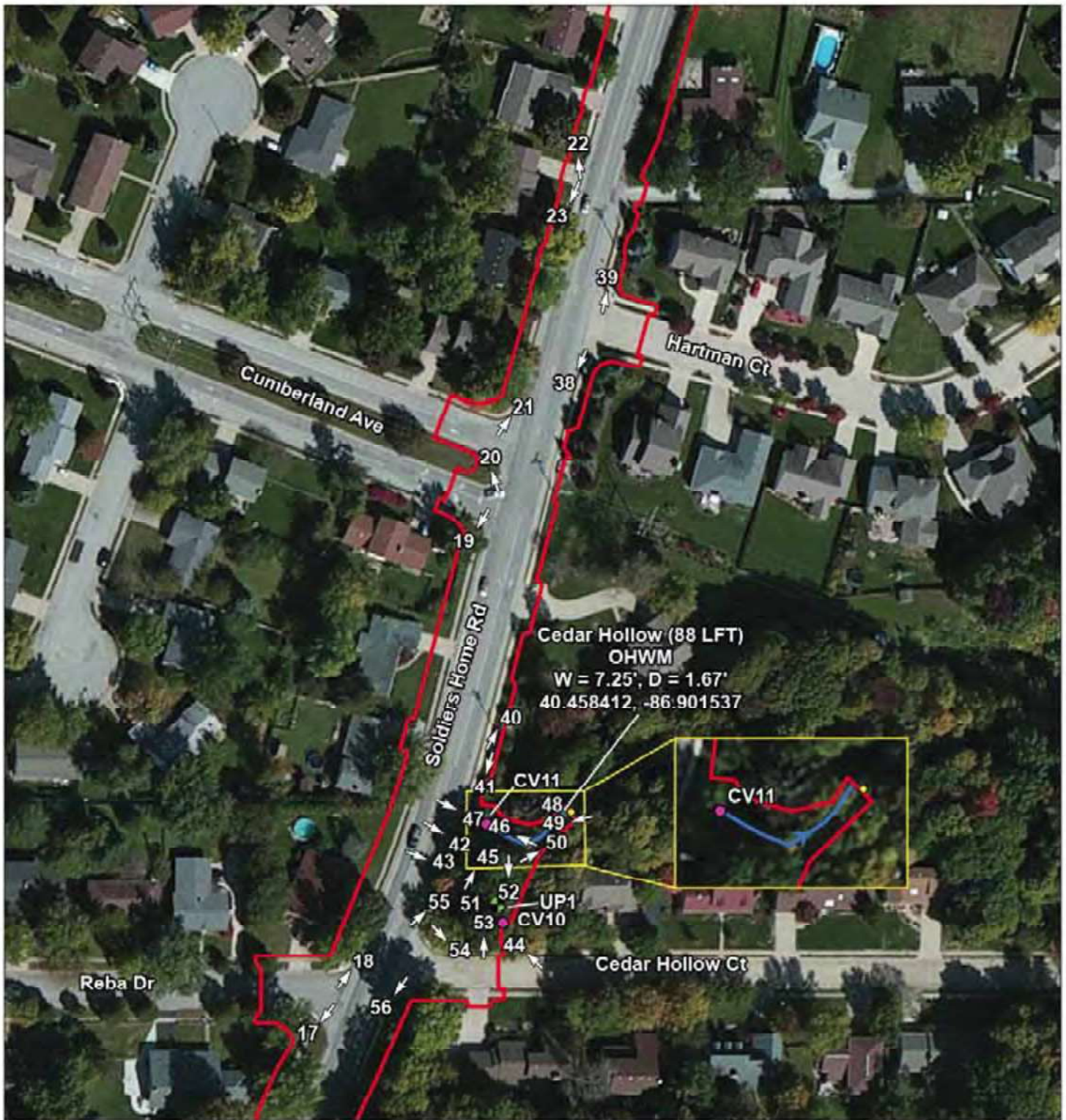
- Investigated Area (IA)
- Stream
- Ordinary High Water Mark (OHWM)
- Photo
- Culvert Opening (CV)/Storm Drain (SD)
- Sampling Point
- - Culvert (CV)

Exhibit 5 - Waters and Photo Map
 Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253
 Metric Project No. 21-0055
 Map Date: 1/9/2025
 Map Author: Lara Jones

All locations approximate
 Source: World Imagery (Clarity)



Exh. 5
 p. 2 of 4



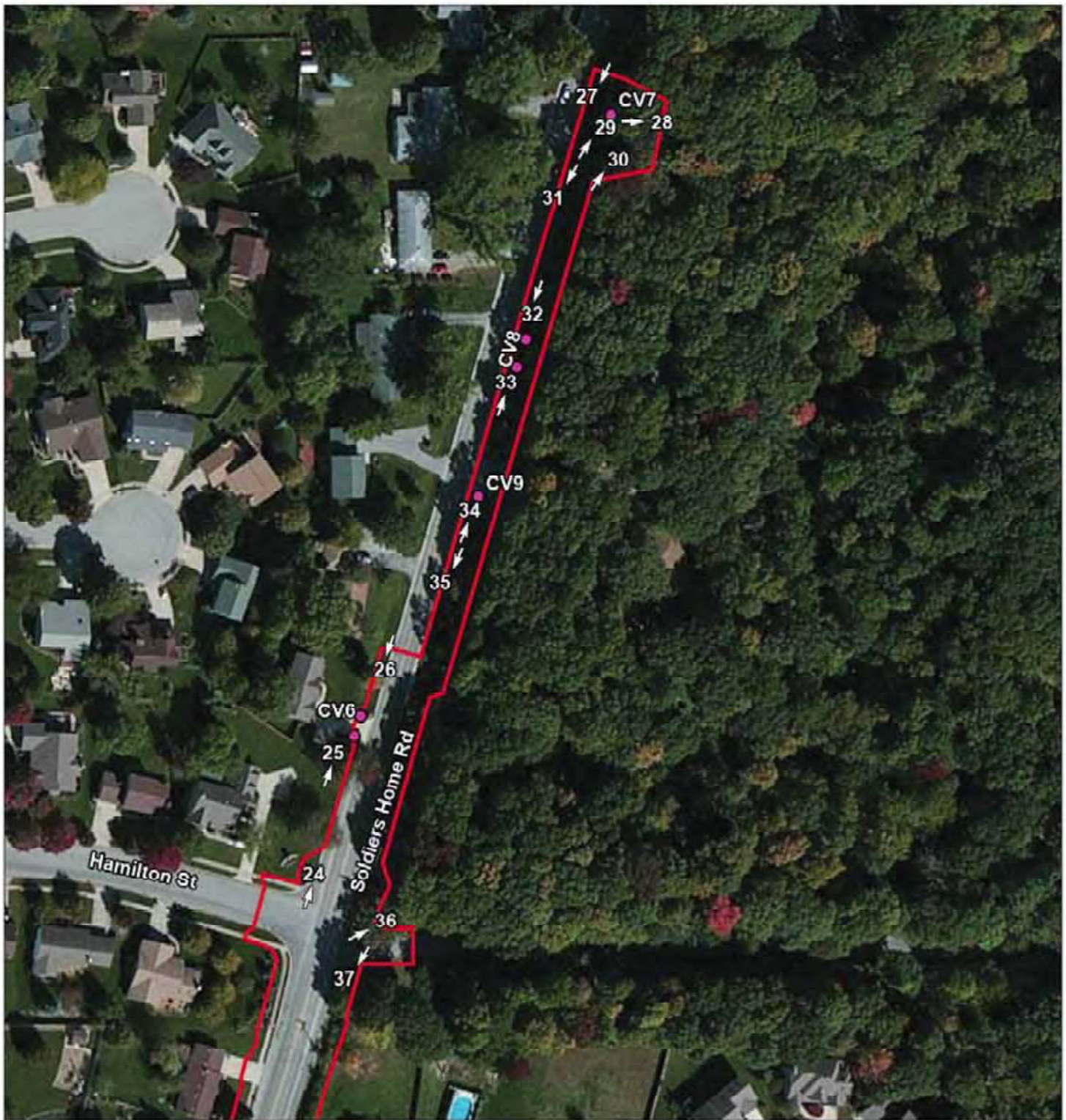
- Investigated Area (IA)
- Stream
- Ordinary High Water Mark (OHWM)
- Photo
- Culvert Opening (CV)/Storm Drain (SD)
- Sampling Point
- - Culvert (CV)

Exhibit 5 - Waters and Photo Map
 Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253
 Metric Project No. 21-0055
 Map Date: 1/9/2025
 Map Author: Lara Jones

All locations approximate
 Source: World Imagery (Clarity)



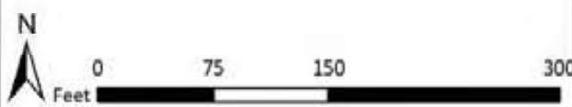
Exh. 5
 p. 3 of 4



- Investigated Area (IA)
- Stream
- Ordinary High Water Mark (OHWM)
- Photo
- Culvert Opening (CV)/Storm Drain (SD)
- Sampling Point
- Culvert (CV)

Exhibit 5 - Waters and Photo Map
 Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253
 Metric Project No. 21-0055
 Map Date: 1/9/2025
 Map Author: Lara Jones

All locations approximate
 Source: World Imagery (Clarity)



Exh. 5
 p. 4 of 4



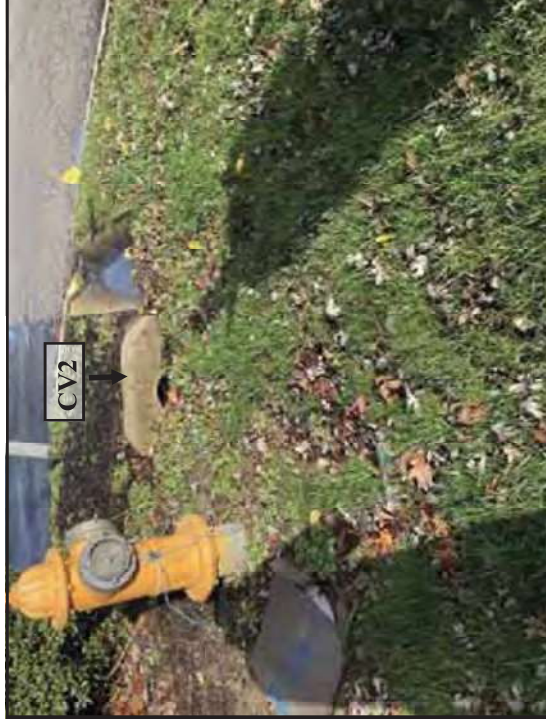
1. View of Storm Drain 1 (SD1) and mowed right-of-way (ROW) along Sagamore Pkwy in southern investigated area (IA), looking west.



2. View of Culvert 1 (CV1) outlet, looking east.



3. View of CV1 inlet, looking southwest.



4. View of CV2 outlet, looking north.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253





5. View of CV2 outlet and mowed ROW along Soldiers Home Rd, looking south.



6. View of CV3 inlet and mowed ROW, looking north.



7. View of CV4 outlet, looking north.



8. View of CV4 outlet and mowed ROW, looking south.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253





9. View of mowed ROW along west side of Soldiers Home Rd, looking north.



10. View of mowed ROW along west side of Soldiers Home Rd, looking south.



11. View of mowed ROW and sidewalk along west side of Soldiers Home Rd, looking north.



12. View of sidewalk and mowed residential lawn at Westview Cir and Soldiers Home Rd intersection, looking northwest.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253

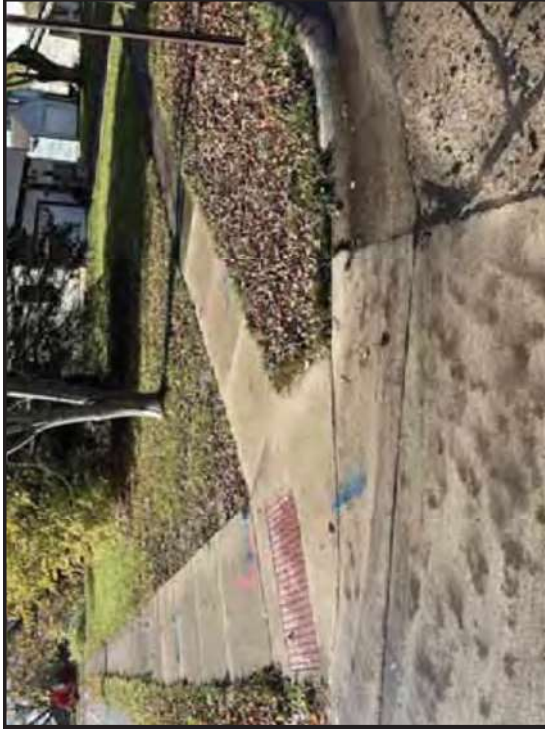




13. View of CV5 and mowed lawn, looking southwest.13. View of CV5 and mowed lawn, looking southwest.



14. View of CV5 outlet, looking northeast.



15. View of sidewalk and mowed lawn at Linda Ln and Soldiers Home Rd intersection, looking southwest.



16. View of sidewalk and mowed lawn at Linda Ln and Soldiers Home Rd intersection, looking northeast.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253

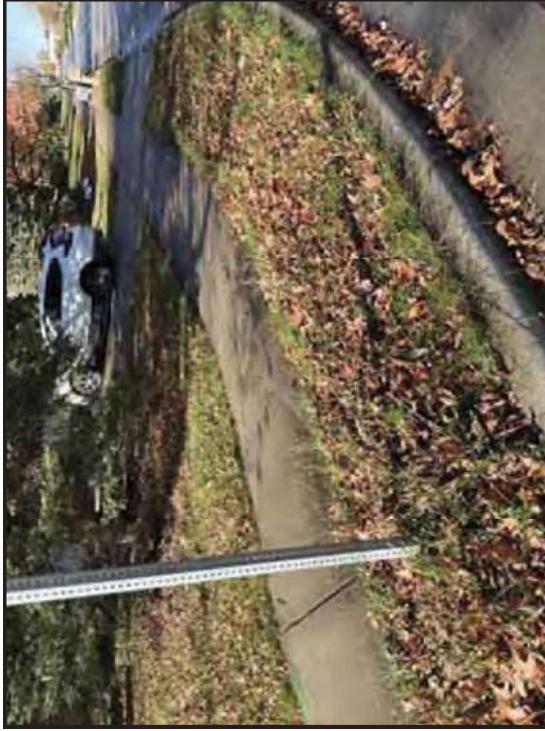




17. View of mowed lawn and sidewalk at Reba Dr and Soldiers Home Rd intersection, looking southwest.



18. View of sidewalk and mowed lawn along at Reba Dr and Soldiers Home Rd intersection, looking northeast.



19. View of sidewalk and mowed lawn at Cumberland Ave and Soldiers Home Rd intersection, looking southwest.



20. View of mowed median at Cumberland Ave and Soldiers Home Rd intersection, looking northwest.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253





21. View of sidewalk and mowed lawn at Cumberland Ave and Soldiers Home Rd intersection, looking northeast.



22. View of sidewalk and mowed lawn along west side of Soldiers Home Rd, looking northwest.



23. View of sidewalk and mowed lawn along west side of Soldiers Home Rd, looking southwest.



24. View of mowed lawn at Hamilton St and Soldiers Home Rd intersection, looking northeast.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





25. View of CV6, looking northeast.



26. View of CV6 and mowed lawn along west side of Soldiers Home Rd, looking southwest.



27. View of ROW and upland forest from northern IA, looking southwest.



28. View of sloped upland forest in northern IA, looking east.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253





37. View of upland forest along east side of Soldiers Home Rd, looking southwest.



38. View of sidewalk at Hartman Ct and Soldiers Home Rd intersection, looking southwest.



39. View of sidewalk at Hartman Ct and Soldiers Home Rd intersection, looking northeast.



40. View of sidewalk and mowed ROW along east side of Soldiers Home Rd, looking northeast.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
 Road Improvements
 Tippecanoe County, Indiana
 Des. No. 1401291 and 2201253





45. View of sloped forest east of Soldiers Home Rd, looking northeast.



46. View of CV11 outlet, looking northwest.



47. View of CV11 outlet and Cedar Hollow, looking southeast.



48. View of Cedar Hollow, looking east.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





57. View of upland forest along east side of Soldiers Home Rd, looking northeast.



58. View of mowed lawn along east side of Soldiers Home Rd, looking southwest.



59. View of mowed lawn along east side of Soldiers Home Rd, looking northeast.



60. View of mowed lawn along east side of Soldiers Home Rd, looking southwest.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





61. View of mowed lawn at Myrtle Dr and Soldiers Home Rd intersection, looking northeast.



62. View of mowed lawn and sidewalk at Myrtle Dr and Soldiers Home Rd intersection, looking south.



63. View of sidewalk and mowed lawn along east side of Soldiers Home Rd, looking north.



64. View of sidewalk and mowed lawn along east side of Soldiers Home Rd, looking south.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





65. View of sidewalk and mowed lawn at Sharon Rd and Soldiers Home Rd intersection, looking north.



66. View of sidewalk and mowed lawn at Sharon Rd and Soldiers Home Rd intersection, looking south.



67. View of sidewalk and mowed lawn along east side of Soldiers Home Rd, looking north.



68. View of sidewalk and mowed lawn along east side of Soldiers Home Rd, looking south.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





69. View of mowed lawn along east side of Soldiers Home Rd in southern IA, looking north.



70. View of SD2, looking northeast.



71. View of upland forest in southern IA, looking north.



72. View of upland forest in southern IA, looking south.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





73. View of sloped ROW in southern IA, looking northeast.



74. View of mowed ROW along Sagamore Pkwy in southern IA, looking west.



75. View of mowed ROW along Sagamore Pkwy in southwestern IA, looking east.



76. View of sidewalk and mowed lawn along Sagamore Pkwy in southwestern IA, looking east.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253





77. View of sidewalk and mowed lawn in southwestern IA, looking northeast.



78. View of mowed lawn in southwestern IA, looking southwest.

SITE PHOTOGRAPHS—11/20/2024

Soldiers Home Rd
Road Improvements
Tippecanoe County, Indiana
Des. No. 1401291 and 2201253



CITY OF WEST LAFAYETTE, INDIANA

SOLDIERS HOME ROAD RECONSTRUCTION

PROJECT NO. 1401291 P.E.
1401291 R/W
1401291 CONST.

SOLDIERS HOME ROAD RECONSTRUCTION FROM SAGAMORE PARKWAY ACCESS RAMP (INCLUDING INTERSECTION IMPROVEMENTS AT SAGAMORE PARKWAY ACCESS RAMP) TO HAMILTON ROAD IN SECTIONS 5 & 8, R-4W, T-23-N, WABASH TOWNSHIP, TIPPECANOE COUNTY, INDIANA.

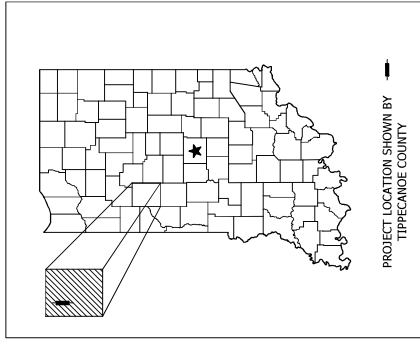
ROADWAY LENGTH: 0.56 MI.
TOTAL LENGTH: 0.56 MI.
MAX. GRADE: 1.97 %

SCALES:
PLAN { LONG: 1" = 20' PROFILE { HORIZ: 1" = 20'
TRANS: 1" = 20' VERT: 1" = 5'

BOARD OF PUBLIC WORKS AND SAFETY

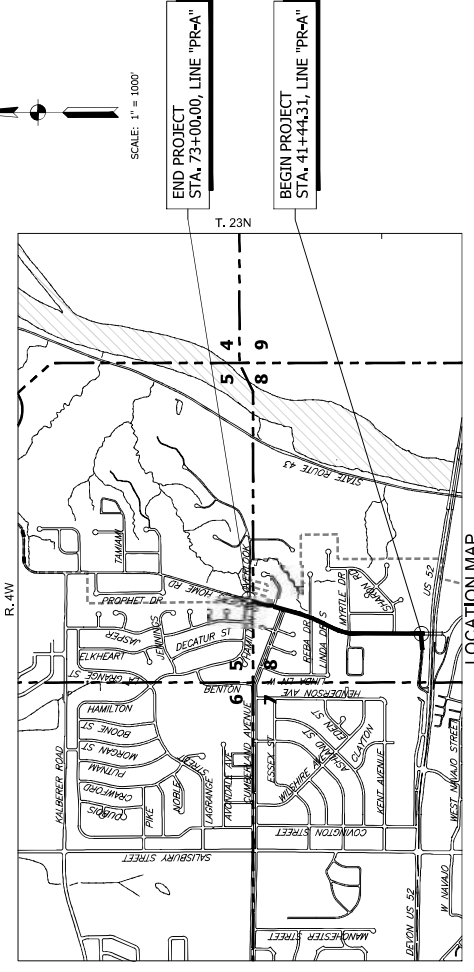
- | | |
|---|------|
| NATALIA BARTOS, P.E.
ASSISTANT CITY ENGINEER | DATE |
| SANA G. BOOKER
PRESIDENT | DATE |
| M. MICHELLE DEARING
MEMBER | DATE |
| JASON D. HUBER
MEMBER | DATE |
| THOMAS J. KENT
MEMBER | DATE |
| JEFFREY W. LOVE
MEMBER | DATE |
| ATTESTED BY: | |
| NICHOLE FOSTER
FIRST DEPUTY CLERK | DATE |

TRAFFIC DATA	
A.A.D.T. (702)	5,691
A.A.D.T. (702) PROJECTED	5,800
D.A.D.T. (24)	188
DIRECTIONAL DISTRIBUTION	47.6 % N.B.
TRUCKS	8.66 % A.A.D.T.
	7.69 % D.A.D.T.
DESIGN DATA	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	48 (AS) 200
DESIGN CLASSIFICATION	URBAN (INTERURBAN)
RURAL/URBAN	URBAN (INTERURBAN)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



LATITUDE: 40° 27' 43" N LONGITUDE: 86° 54' 02" W

HUC: 05120108010040



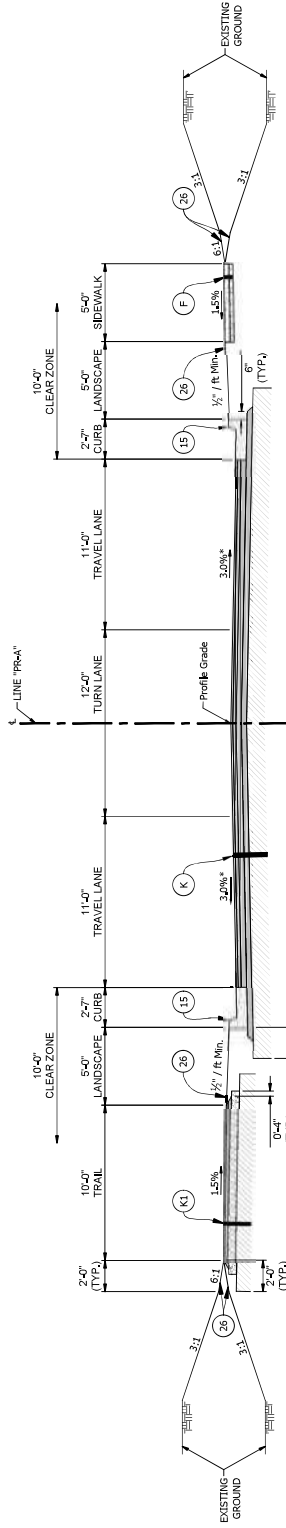
(INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024 TO
BE USED WITH THESE PLANS)

STAGE 2 PLANS	
DESIGNATION	1401291_2201253
SHEETS	1 of 142
CONTRACT	PC2381
PROJECT	1401291_2201253

DATE PREPARED BY	V5 ENGINEERING, INC.	TEL: (260) 8966335
CERTIFIED BY	XXXX, P.E.	INDIANA REG. NO. XXXXXXXX
APPROVED FOR LETTING		DATE
		DATE

8 North 3rd Street, Suite 302
Lafayette, IN 47901
P: 765.742.0295
F: 317.293.4737
vse@v5engineering.com
www.v5engineering.com





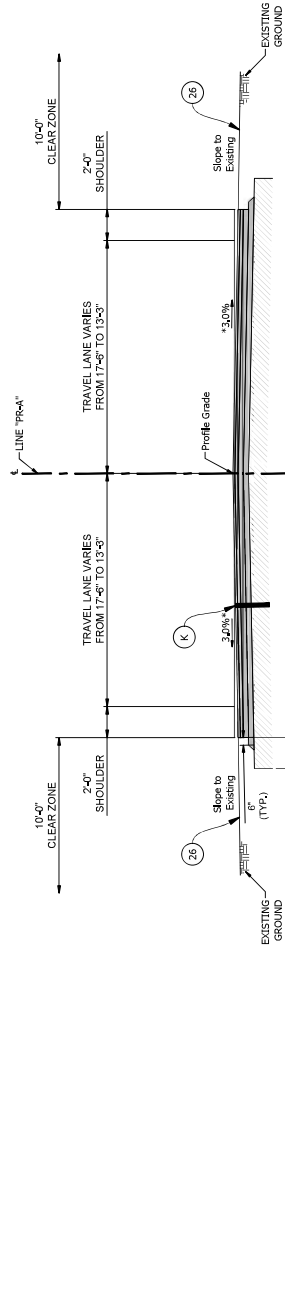
TYPICAL SECTION - SOLDIERS HOME ROAD

SCALE: 1/4" = 1'-0"

Sta. 44+15.00 to Sta. 71+05.00

* Pavement is super-elevated:

From Sta. 51+09.45 to Sta. 57+09.65
 From Sta. 59+90.01 to Sta. 63+80.64
 See Super-elevation Diagrams



TYPICAL SECTION - SOLDIERS HOME ROAD

SCALE: 1/4" = 1'-0"

Sta. 71+05.00 to Sta. 73+00.00

* Cross Slope Varies From 3.0% to Match Existing

LEGEND

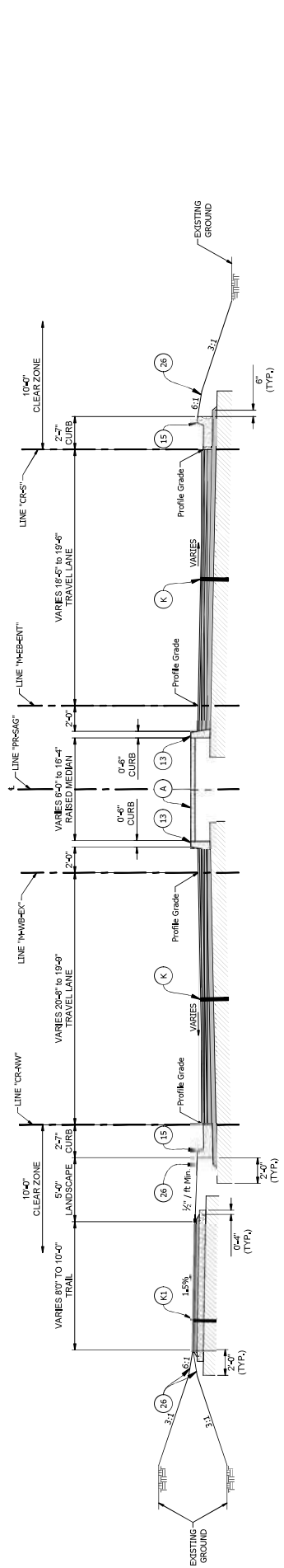
- (K) HMA FOR MAINLINE
 165 lb/yd³ CC/QA HMA, 3, SSS Surface, 9.5 mm, on
 275 lb/yd³ CC/QA HMA, 3, SSS, Intermediate, 15.0 mm, on
 880 lb/yd³ CC/QA HMA, 3, SSS, Base, 25.0 mm, on
 Subgrade Treatment, Type IBC
- (L) HMA FOR SIDEWALK, Type B, on
 275 lb/yd³ HMA Intermediate, Type B on
 6 in. Compacted Agg. #53 on
 Subgrade Treatment, Type III
- (M) 9 in. PCCP, on
 7 in. Compacted Agg. No. 53, on
 Subgrade Treatment, Type IBC
- (N) Concrete Slidewalk, 4 in. on
 3 in. Compacted Agg. No. 53
- (O) PCCP FOR TRAIL
 Concrete, 4 in. on
 1 1/2 in. of Agg. No. 53 on
 Subgrade Treatment, Type III
- (P) Curb, Concrete
- (Q) Curb and Gutter, Concrete
- (R) Curb and Gutter, Concrete, Type B
- (S) Sodding, Nursery

STAGE 2 PLANS
 NOT FOR CONSTRUCTION

DESIGNED: CAC	DATE:
CHECKED: JAD	DESIGN ENGINEER:
DRAWN: AT	CHECKED: JAD

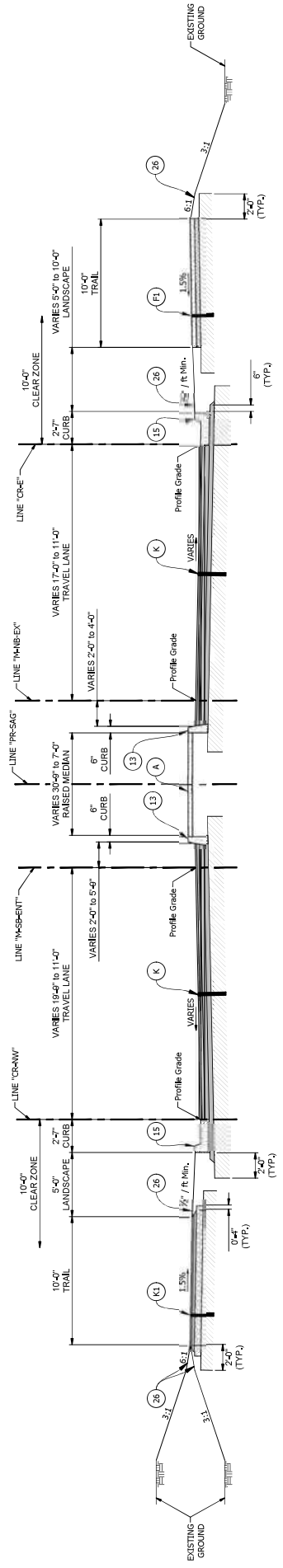
INDIANA
 DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS

HORIZONTAL SCALE 1/4" = 1'-0"	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION H01251, 201253
SURVEY BOOK ELECTRONIC	SHEETS 4 of 142
PROJECT R-27311	BOOKET 1401251, 201253



TYPICAL SECTION - SOLDIERS HOME ROAD

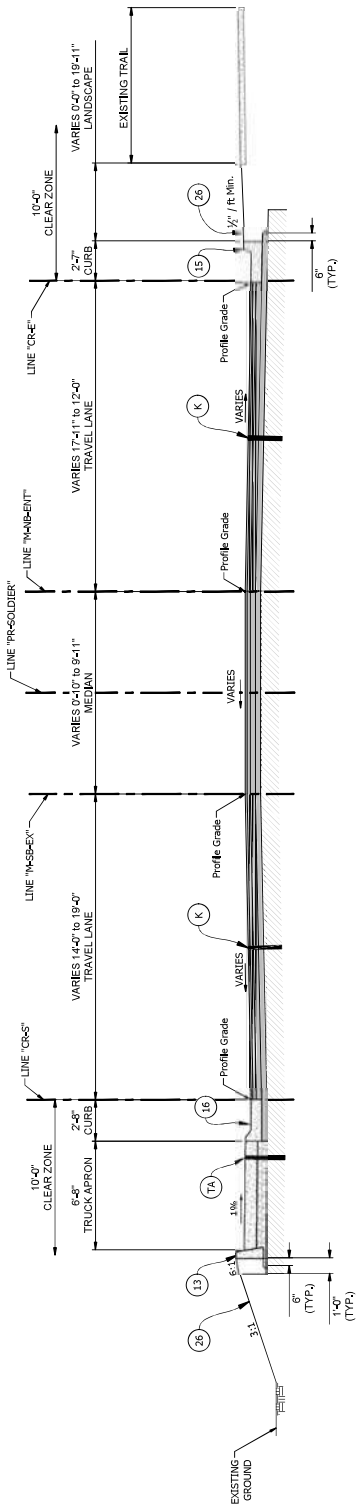
SCALE: 1/4" = 1'-0"
Sta. 11+80.93 to Sta. 12+09.47



TYPICAL SECTION - SOLDIERS HOME ROAD

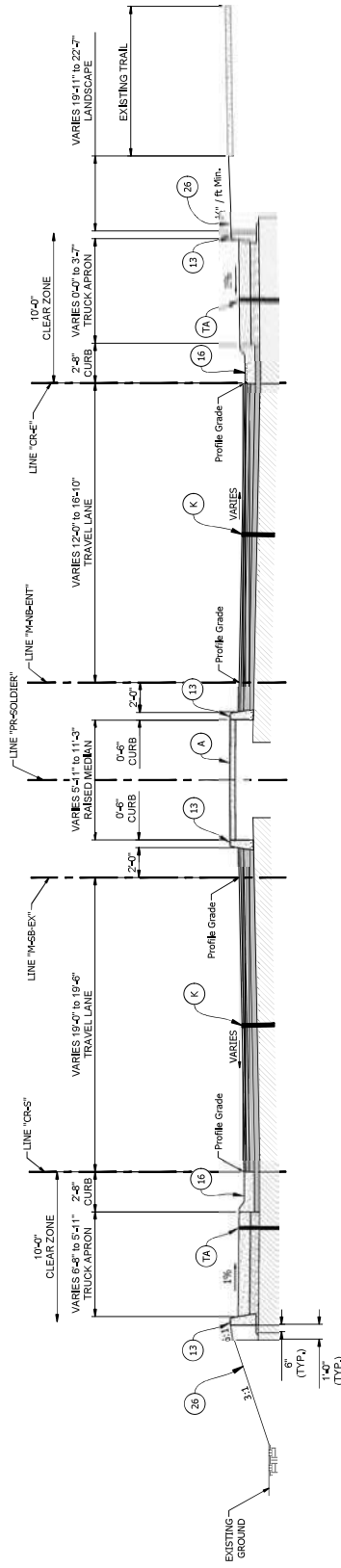
SCALE: 1/4" = 1'-0"
Sta. 13+30.66 to Sta. 14+33.82

LEGEND (K) HMA FOR MAINLINE 185 lb/yd ³ CC/QA HMA, 3, SSS Surface, 9.5 mm, on 275 lb/yd ³ CC/QA HMA, 3, SSS, Intermediate, 15.0 mm, on 880 lb/yd ³ CC/QA HMA, 3, SSS, Base, 25.0 mm, on Subgrade Treatment, Type IBC (H) 9 in. PCCP, on 7 in. Compacted Agg. No. 53, on Subgrade Treatment, Type IBC (K1) HMA FOR SIDEWALK, Type B on 275 lb/yd ³ HMA Intermediate, Type B on 6 in. Compacted Agg. #53 on Subgrade Treatment, Type III (A) 4 in. PCCP, on 3 in. Compacted Agg. No. 53 on Subgrade Treatment, Type III (F) Concrete Slabwalk, 4 in. on 3 in. Compacted Agg. No. 53 PCCP FOR TRAIL Concrete, 4 in. on 1 in. Gravel Treatment, Type III Subgrade Treatment, Type III (15) Curb, Concrete (16) Curb and Gutter, Concrete (17) Curb and Gutter, Concrete, Type B (18) Sodding, Nursery (26)	STAGE 2 PLANS NOT FOR CONSTRUCTION RECOMMENDED FOR APPROVAL DESIGN ENGINEER: CAC DRAWN: AT CHECKED: JAD DATE:	INDIANA DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS	BRIDGE FILE N/A DESIGNATION I40151, 201253 SHEETS 6 of 142 SURVEY BOOK ELECTRONIC SHEET I40151, 201253 BOOK RC2921
			HORIZONTAL SCALE 1/4" = 1'-0" VERTICAL SCALE N/A



TYPICAL SECTION - SOLDIERS HOME ROAD

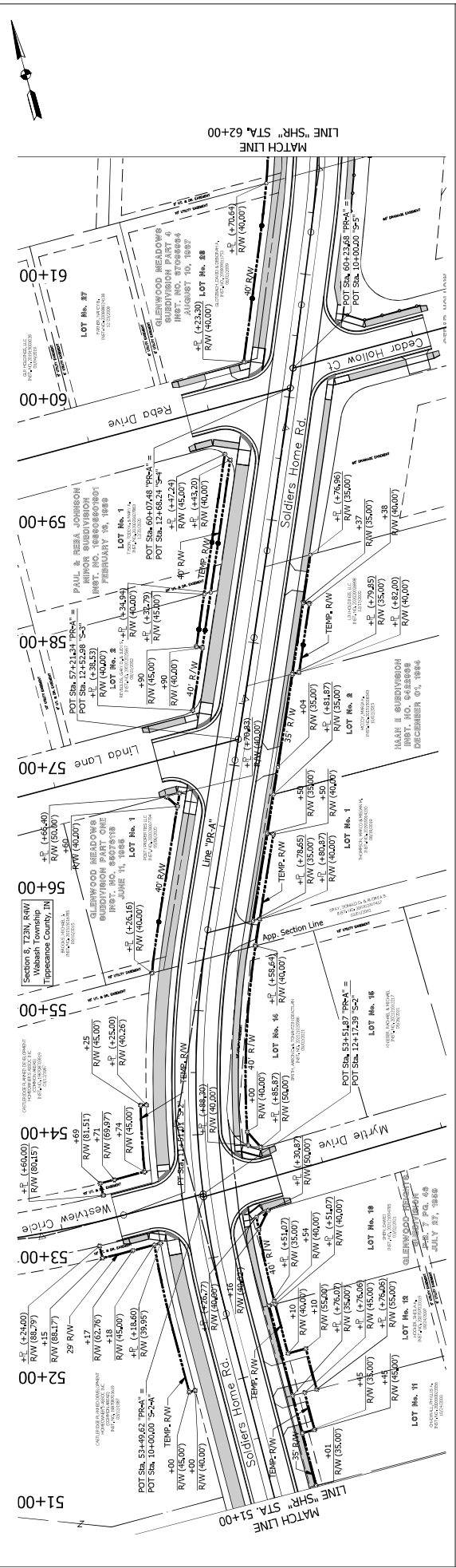
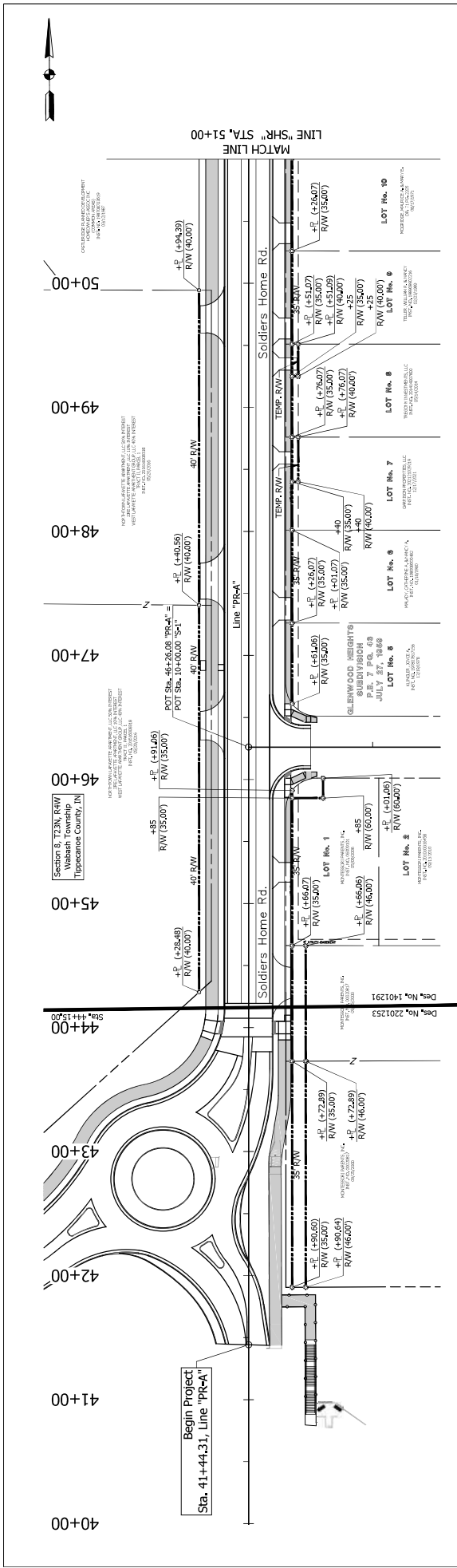
SCALE: 1/4" = 1'-0"
Sta. 10+00.00 to Sta. 10+66.48



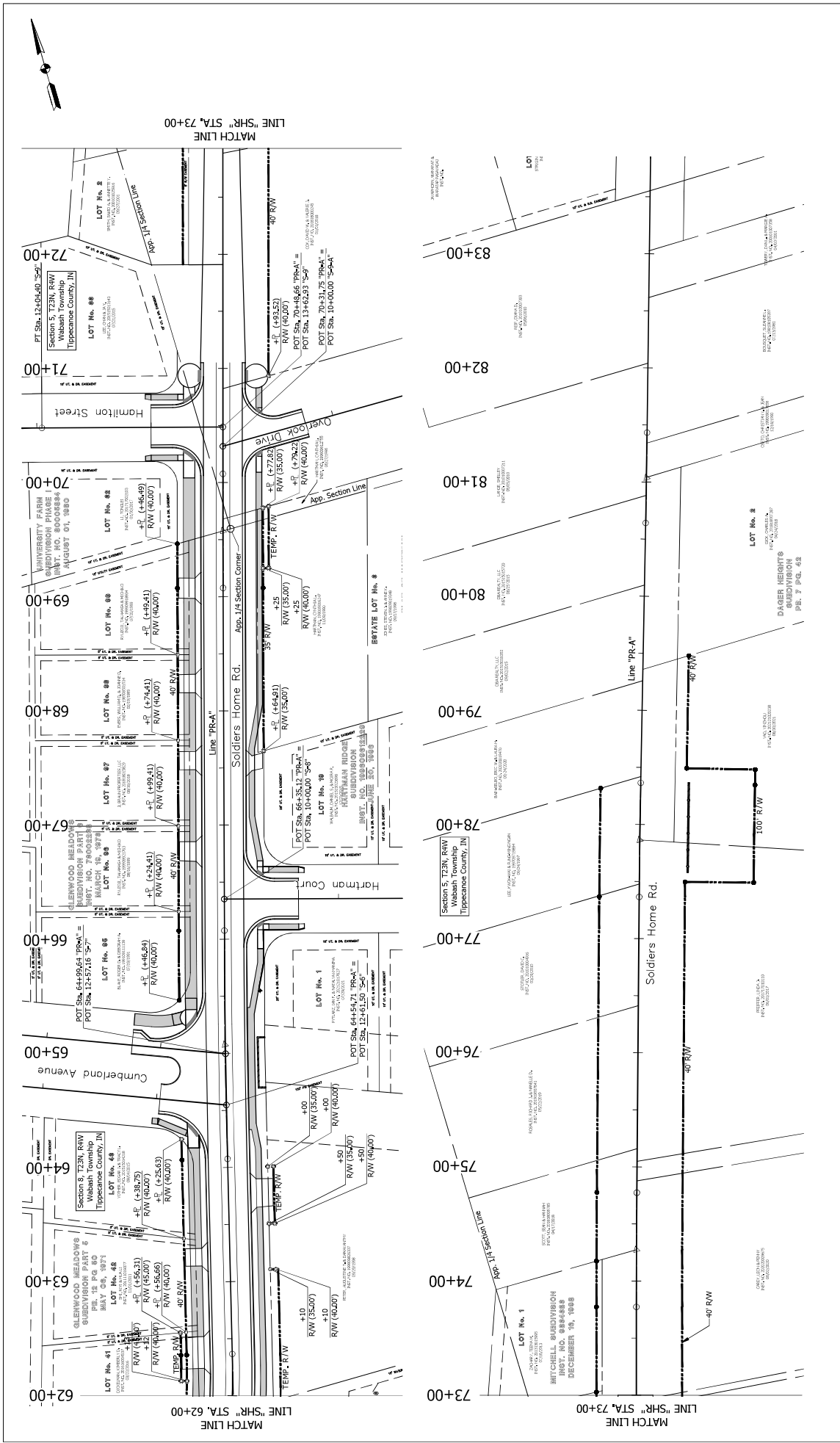
TYPICAL SECTION - SOLDIERS HOME ROAD

SCALE: 1/4" = 1'-0"
Sta. 10+66.48 to Sta. 10+92.87

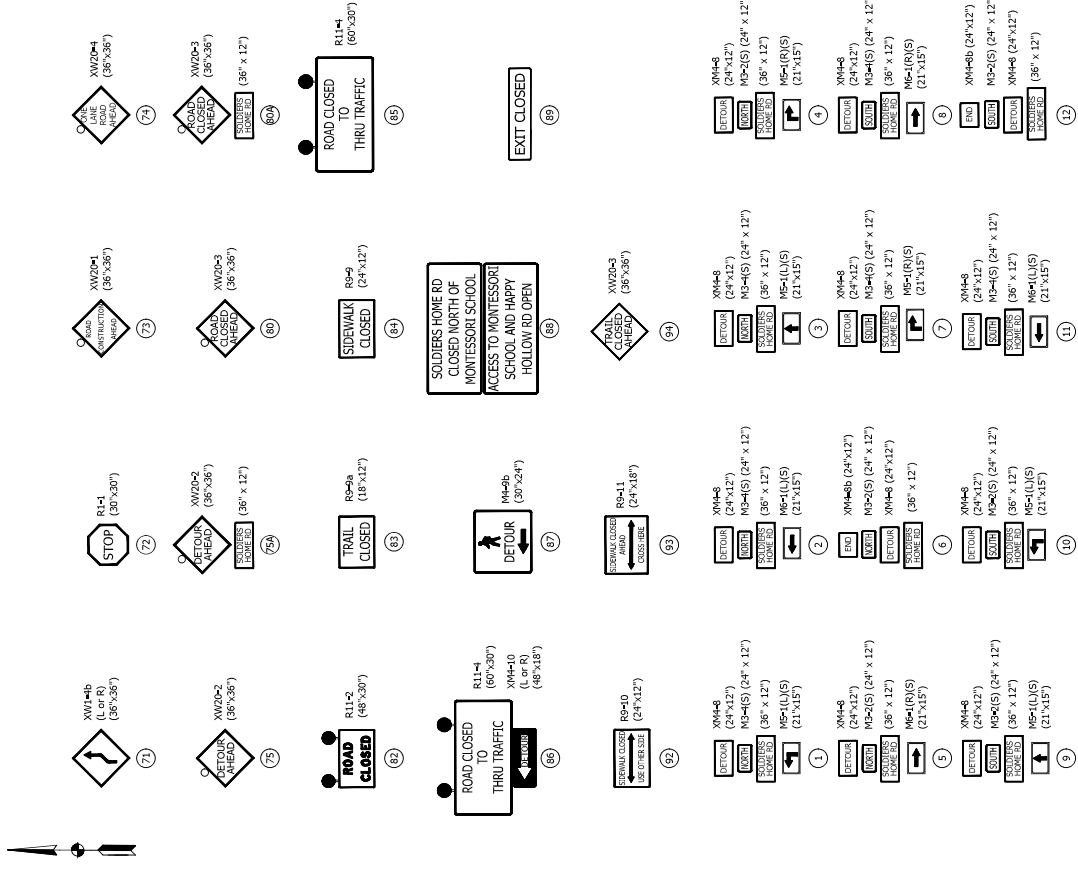
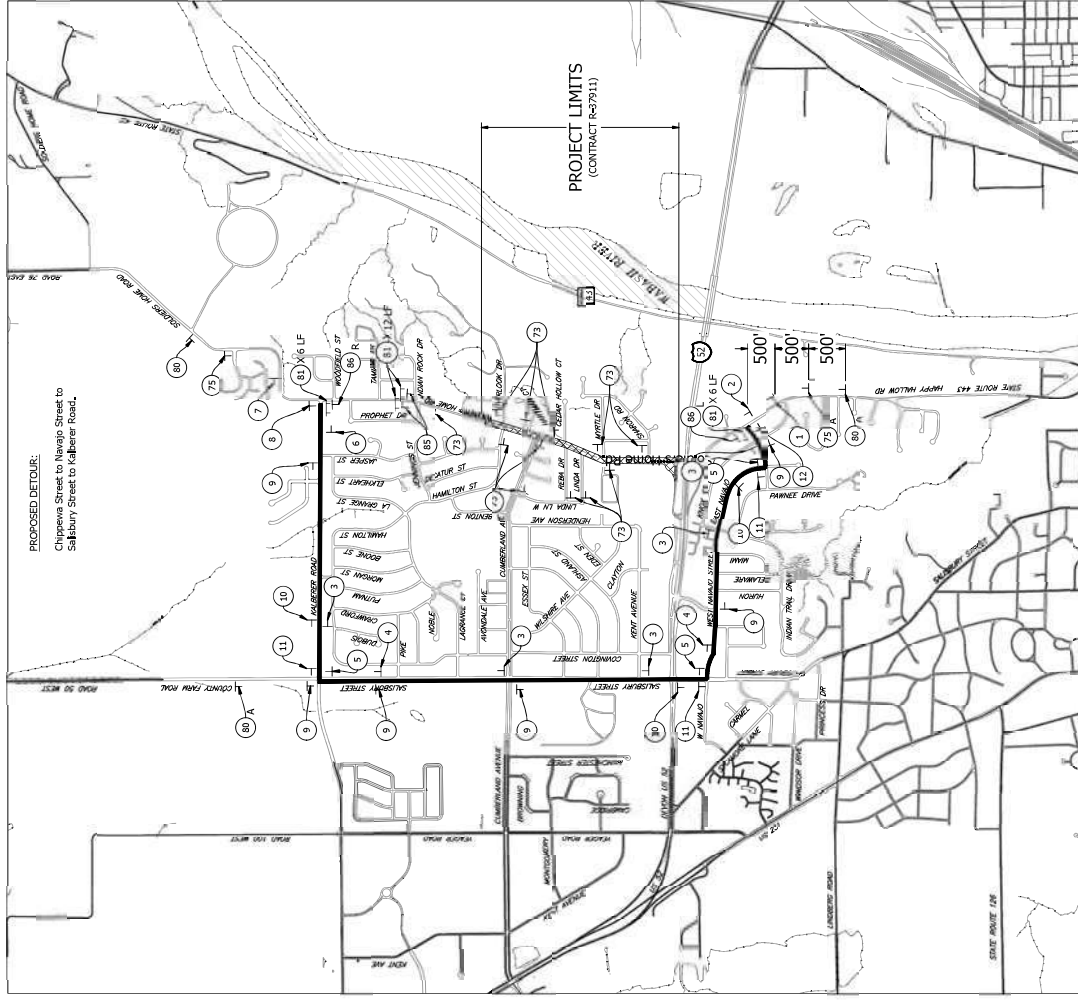
LEGEND (K) HMA FOR MAINLINE 185 lb/yd ³ CC/QA HMA, 3, SSS, Surface, 9.5 mm, on 275 lb/yd ³ CC/QA HMA, 3, SSS, Intermediate, 19.0 mm, on 880 lb/yd ³ CC/QA HMA, 3, SSS, Base, 25.0 mm, on Subgrade Treatment, Type IBC (TA) 9 in. PCP, on 7 in. Compacted Agg. No. 53, on Subgrade Treatment, Type IBC (A) HMA FOR SIDEWALK, Type B, on 275 lb/yd ³ CC/QA HMA, 3, SSS, Intermediate, Type B on 6 in. Compacted Agg. #53 on Subgrade Treatment, Type III (F) Concrete Slabwalk, 4 in. on 3 in. Compacted Agg. No. 53 PCP FOR TRAIL Concrete, 4 in. on 1 in. Compacted Agg. No. 53 on Subgrade Treatment, Type III (C) Curb, Concrete (S) Curb and Gutter, Concrete (B) Curb and Gutter, Concrete, Type B (G) Curb and Gutter, Concrete, Type B (N) Sodding, Nursery	STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: CAC DATE: AT DRAWN: JAD CHECKED: JAD	INDIANA DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS	BRIDGE FILE: N/A DESIGNATION: H40151, 201253 SHEETS: 7 of 142 SURVEY BOOK: ELECTRONIC PLOT: R27911 SHEET: 140151, 201253
	HORIZONTAL SCALE: 1/4" = 1'-0" VERTICAL SCALE: N/A			



STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DATE:	DESIGN ENGINEER:	DATE:
	DESIGNED:	DRAWN:	AT:
	CHECKED:	CHECKED:	JAD
INDIANA DEPARTMENT OF TRANSPORTATION		PLAT NO. 1 STA. 40+00 TO STA. 62+00	
BRIDGE FILE:	HORIZONTAL SCALE:	VERTICAL SCALE:	DISCREMINATION:
N/A	1" = 40'	1" = 40'	HD1291, 201253
SURVEY BOOK:	ELECTRONIC:	SHEETS:	OF:
CS2911	NO	8	142
PROJECT:	CONTRACT:	SHEET NO.:	TOTAL SHEETS:
CS2911	CS2911	140	201253



DIRECTOR: 2104843 (R-37911) PLAT.dwg PLOTTED BY: KMcMickel DATE: Aug 16, 2024 - 3:41pm		RECOMMENDED FOR APPROVAL DESIGN ENGINEER: DATE:		INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE N/A DESIGNATION HD1291, 2201253	
STAGE 2 PLANS NOT FOR CONSTRUCTION		DESIGNED: CAC CHECKED: JAD		DRAWN: AT CHECKED: JAD		SURVEY BOOK ELECTRONIC SHEETS 9 of 142 PROJECT HD1291, 2201253	
STA. 62+00 TO STA. 84+00 PLAT NO. 1				STA. 62+00 TO STA. 84+00 PLAT NO. 1			



LEGEND

- Construction Area
- Standard Barricade, Type III-6
- Road Construction Sign

NOTES:

- Type 'A' Construction Warning Light (LOW INTENSITY)
- Type 'B' Construction Warning Light (HIGH INTENSITY)
- Channelling Drum
- Temporary Pavement Marking, White, 4 in.
- Temporary Pavement Marking, Yellow, 4 in.

STAGE 2 PLANS NOT FOR CONSTRUCTION

FOR APPROVAL

DESIGNED BY: CAC

CHECKED BY: JAD

DATE: _____

DESIGN ENGINEER: _____

AT: _____

DRAWN BY: _____

CHECKED BY: JAD

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR ROUTE

HORIZONTAL SCALE: 1" = 500'

VERTICAL SCALE: 1" = 500'

BRIDGE FILE: N/A

DESIGNATION: I401291_2001293

SURVEY BOOK: _____

ELECTRONIC: _____

SHEET: 10 of 142

PROJECT: _____

DATE: 1401291_2001293



CONSTRUCTION SIGN SUMMARY TABLE

SIGN TYPE	LEGEND	LEGEND & DESCRIPTION	QUANTITIES					MAX
			A	B	C	D	E	
(1)	A	"REVERSE CURVE" (RV) (R) (L OR R)	2	0	0	0	0	2
(2)	A	"STOP" (R-C)	2	9	8	4	3	9
(3)	A	"ROAD CONSTRUCTION AHEAD" (RCP-A)	12	12	12	12	12	12
(4)	A	"ONE LANE ROAD AHEAD" (OWA-A)	2	8	6	3	2	8
(5)	A	"DETOUR AHEAD" (WA2A)	1	1	1	1	1	1
(6)	A	"DETOUR AHEAD" (WA2A) W/ "SOLDIERS HOME RLY" PLAQUE	1	1	1	1	1	1
(7)	A	"ROAD CLOSED AHEAD" (WV2-A)	1	1	1	1	1	1
(8)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	2	3	2	2	2	3
(9)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	546	696	456	360	180	696
(10)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	10	16	12	10	6	16
(11)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	2	2	1	0	0	2
(12)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	5	9	3	2	9
(13)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	2	4	4	2	2	4
(14)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	2	2	2	2	2	2
(15)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	4	0	6	4	0	6
(16)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	0	0	0	0	0
(17)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	1	0	0	0	0	1
(18)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	2	2	1	1	0	2
(19)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	3	6	0	2	6
(20)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	980	980	900	300	210	980
(21)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	11	10	8	2	11
(22)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(23)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	1	1	0	0	0	1
(24)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	1	1	0	0	0	1
(25)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(26)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(27)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(28)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(29)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(30)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(31)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(32)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(33)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(34)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(35)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(36)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(37)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(38)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(39)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(40)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(41)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(42)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(43)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(44)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(45)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(46)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(47)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(48)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(49)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(50)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(51)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(52)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(53)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(54)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(55)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(56)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(57)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(58)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(59)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(60)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(61)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(62)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(63)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(64)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(65)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(66)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(67)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(68)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(69)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
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(71)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(72)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(73)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(74)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(75)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(76)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(77)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(78)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(79)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(80)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(81)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(82)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(83)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(84)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(85)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(86)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(87)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(88)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(89)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(90)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(91)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(92)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(93)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(94)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(95)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(96)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(97)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(98)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(99)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1
(100)	A	"ROAD CLOSED AHEAD" (WV2-A) W/ "SOLDIERS HOME RLY" PLAQUE	0	1	1	0	0	1

CONSTRUCTION SIGN SUMMARY **

CONSTRUCTION SIGN A = 27 EACH
 CONSTRUCTION SIGN B = 1 EACH
 CONSTRUCTION SIGN C = 1 EACH
 CONSTRUCTION SIGN D = 1 EACH
 CONSTRUCTION SIGN E = 1 EACH
 BARRICADE, TYPE ITH = 606 LF
 BARRICADE, TYPE ITH = 606 LF
 TYPE 1 TEMPORARY TRAFFIC MARKER = 51 EACH
 TYPE 2 TEMPORARY TRAFFIC MARKER = 980 LF
 TEMPORARY PEDESTRIAN PATHWAY = 224 SYS

NOTES:

- THE TOTALS SHOWN REFLECT THE MAXIMUM NUMBER OF SIGNS OR BARRICADES REQUIRED, THE SIGNS AND BARRICADES SHALL BE MOVED AS NEEDED WHILE CONSTRUCTION PROGRESSES.
- PLACE SIGNS AND BARRICADES IN APPROXIMATE LOCATIONS SHOWN.
- ** PLACE SIGNS AND BARRICADES IN APPROXIMATE LOCATIONS SHOWN.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWN: AT	CHECKED: JAD
CHECKED: JAD		

INDIANA	
DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC	
PEDESTRIAN PHASING OVERVIEW	

BRIDGE FILE	N/A
HORIZONTAL SCALE	1" = 500'
VERTICAL SCALE	1" = 50'
SURVEY BOOK	11 of 142
ELECTRONIC	RS2721
PROJECT	1401251, 201253
DATE	1401251, 201253

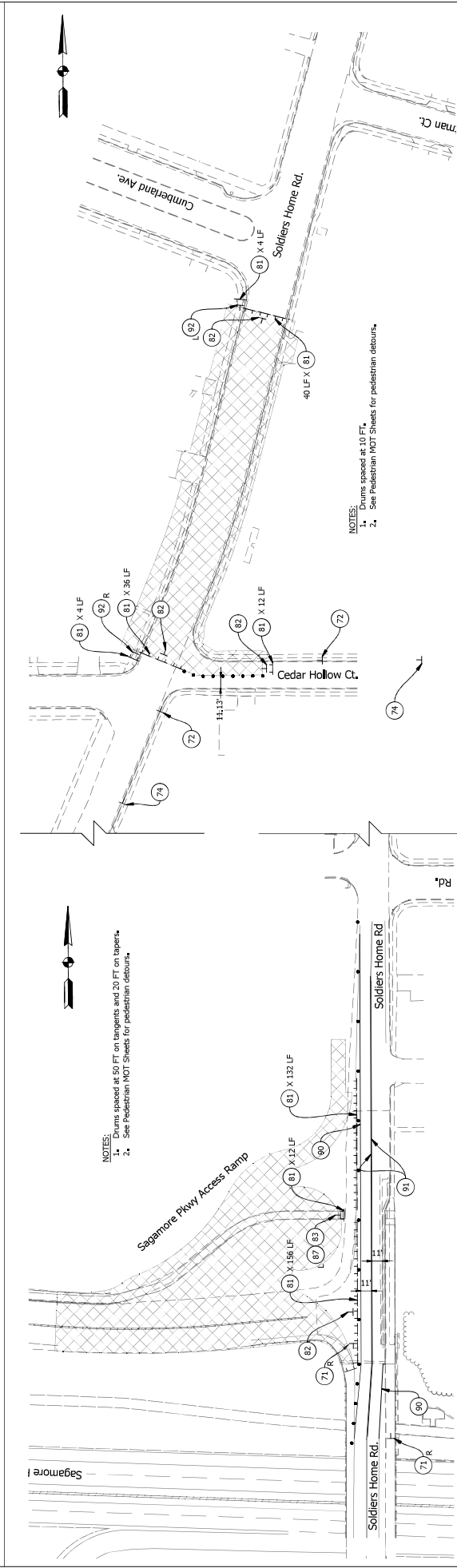
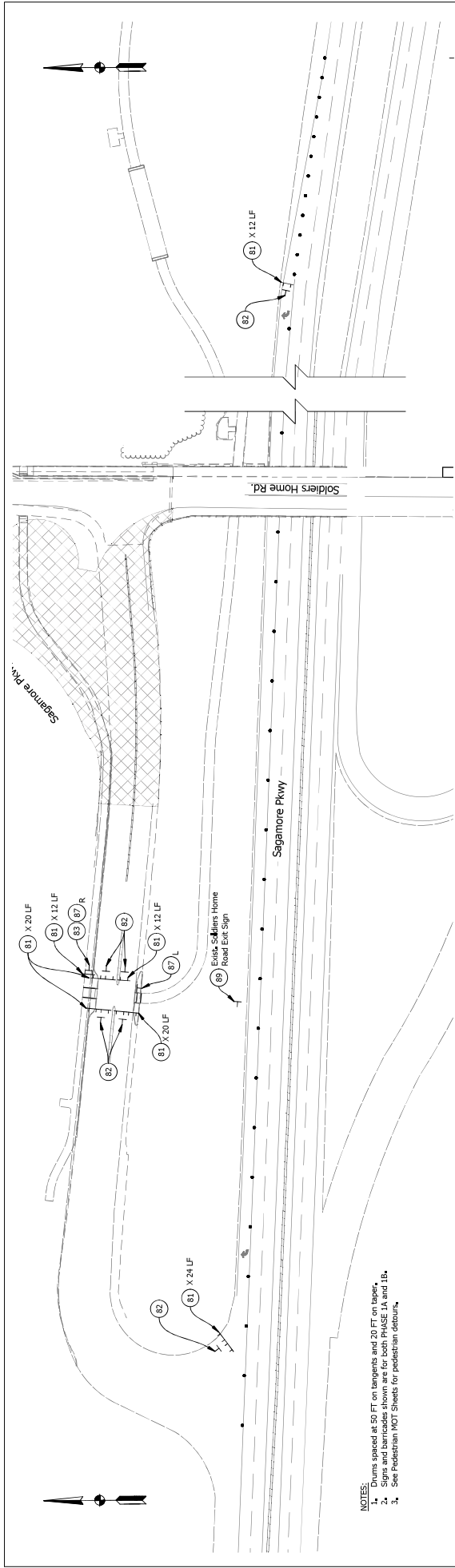
STAGE 2 PLANS
NOT FOR CONSTRUCTION

LEGEND

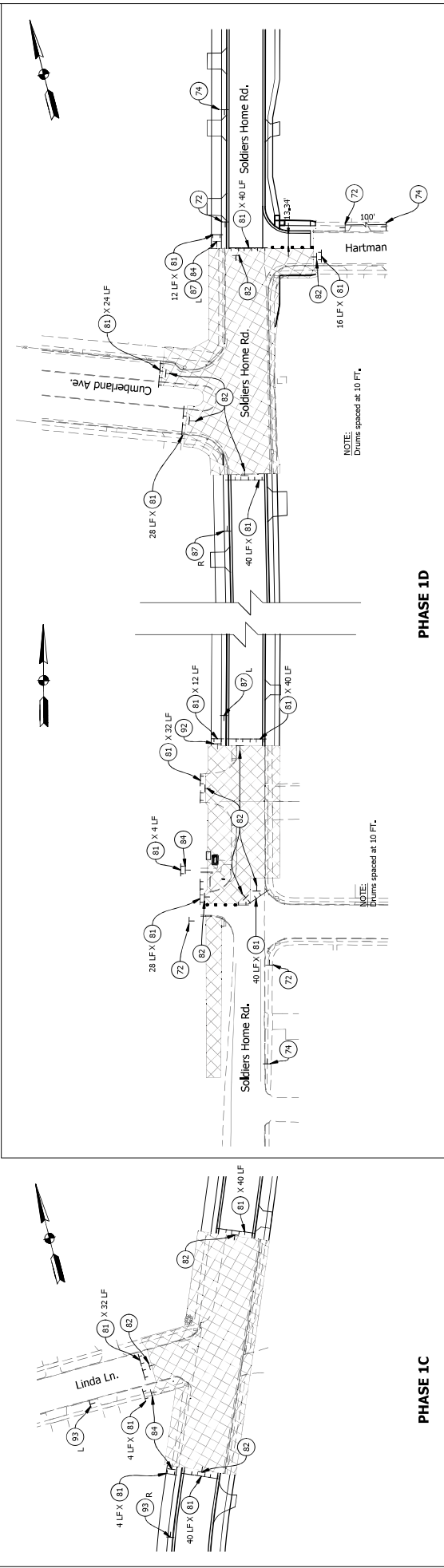
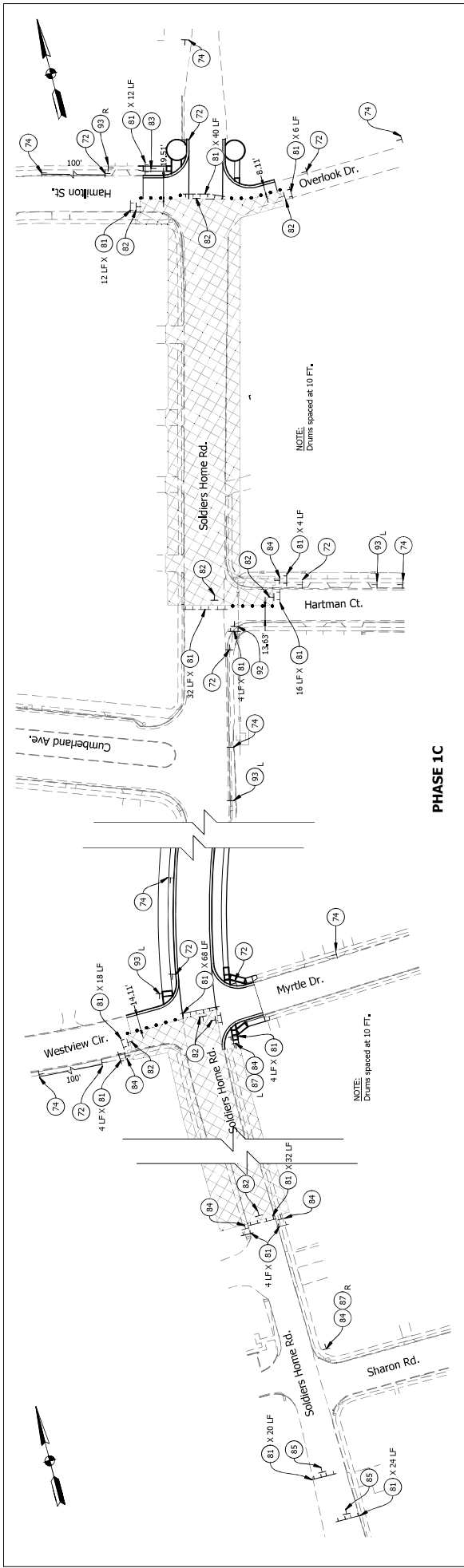
- Construction Area
- Standard Barricade, Type III-6
- Road Construction Sign
- Construction Area
- Standard Barricade, Type III-6
- Road Construction Sign
- Chamfering Drum
- Temporary Pavement Marking, White, 4 in.
- Temporary Pavement Marking, Yellow, 4 in.

NOTES:

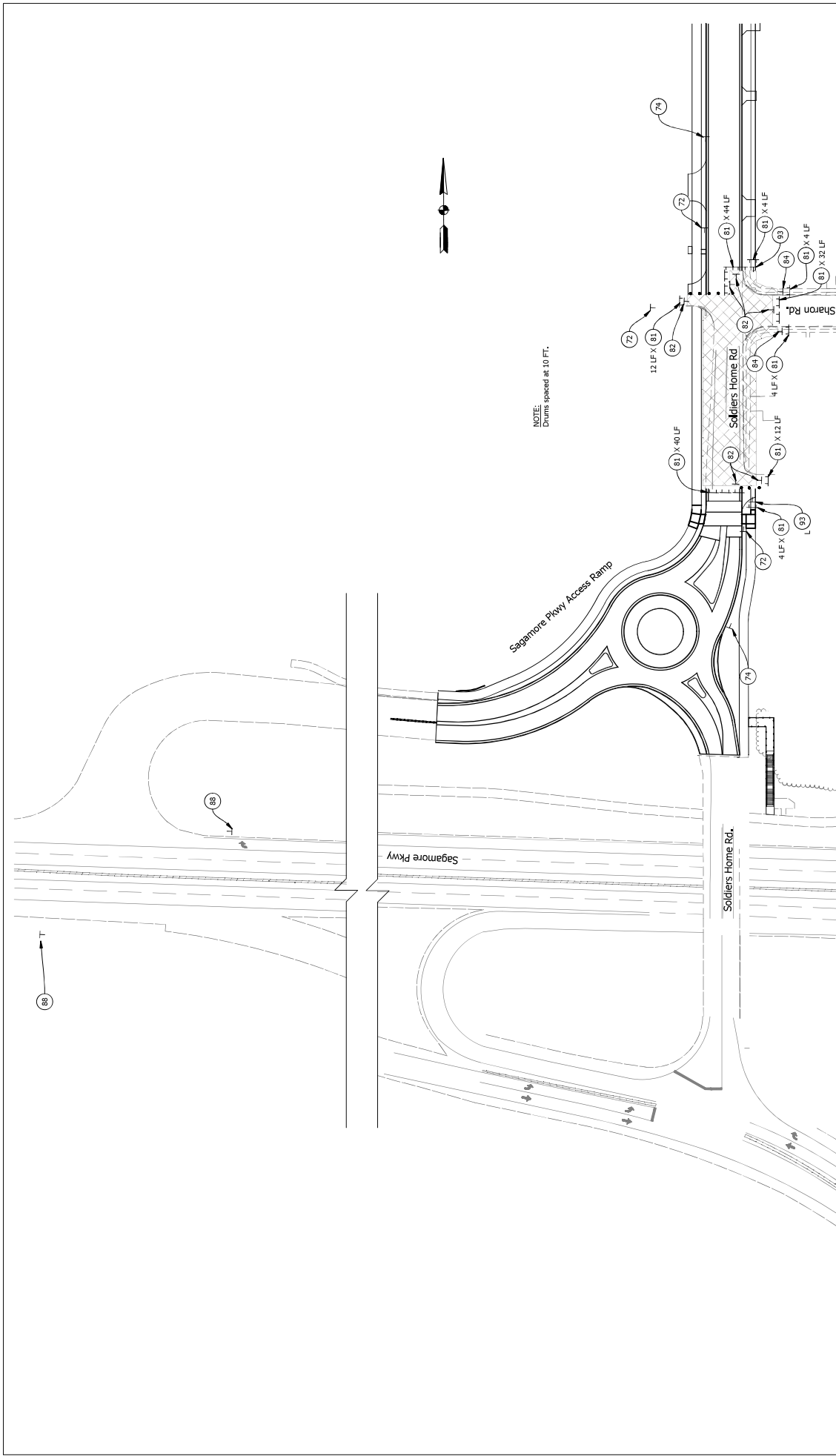
- Type "A" Construction Warning Light (LOW INTENSITY)
- Type "B" Construction Warning Light (HIGH INTENSITY)
- Refer to INDOT Standard Drawings E 801-CD7, E 801-CD8, E 801-CD9, E 801-CD10, E 801-CD11, E 801-CD12, E 801-CD13, E 801-CD14, E 801-CD15, E 801-CD16, E 801-CD17, E 801-CD18, E 801-CD19, E 801-CD20, E 801-CD21, E 801-CD22, E 801-CD23, E 801-CD24, E 801-CD25, E 801-CD26, E 801-CD27, E 801-CD28, E 801-CD29, E 801-CD30, E 801-CD31, E 801-CD32, E 801-CD33, E 801-CD34, E 801-CD35, E 801-CD36, E 801-CD37, E 801-CD38, E 801-CD39, E 801-CD40, E 801-CD41, E 801-CD42, E 801-CD43, E 801-CD44, E 801-CD45, E 801-CD46, E 801-CD47, E 801-CD48, E 801-CD49, E 801-CD50, E 801-CD51, E 801-CD52, E 801-CD53, E 801-CD54, E 801-CD55, E 801-CD56, E 801-CD57, E 801-CD58, E 801-CD59, E 801-CD60, E 801-CD61, E 801-CD62, E 801-CD63, E 801-CD64, E 801-CD65, E 801-CD66, E 801-CD67, E 801-CD68, E 801-CD69, E 801-CD70, E 801-CD71, E 801-CD72, E 801-CD73, E 801-CD74, E 801-CD75, E 801-CD76, E 801-CD77, E 801-CD78, E 801-CD79, E 801-CD80, E 801-CD81, E 801-CD82, E 801-CD83, E 801-CD84, E 801-CD85, E 801-CD86, E 801-CD87, E 801-CD88, E 801-CD89, E 801-CD90, E 801-CD91, E 801-CD92, E 801-CD93, E 801-CD94, E 801-CD95, E 801-CD96, E 801-CD97, E 801-CD98, E 801-CD99, E 801-CD100, E 801-CD101, E 801-CD102, E 801-CD103, E 801-CD104, E 801-CD105, E 801-CD106, E 801-CD107, E 801-CD108, E 801-CD109, E 801-CD110, E 801-CD111, E 801-CD112, E 801-CD113, E 801-CD114, E 801-CD115, E 801-CD116, E 801-CD117, E 801-CD118, E 801-CD119, E 801-CD120, E 801-CD121, E 801-CD122, E 801-CD123, E 801-CD124, E 801-CD125, E 801-CD126, E 801-CD127, E 801-CD128, E 801-CD129, E 801-CD130, E 801-CD131, E 801-CD132, E 801-CD133, E 801-CD134, E 801-CD135, E 801-CD136, E 801-CD137, E 801-CD138, E 801-CD139, E 801-CD140, E 801-CD141, E 801-CD142, E 801-CD143, E 801-CD144, E 801-CD145, E 801-CD146, E 801-CD147, E 801-CD148, E 801-CD149, E 801-CD150, E 801-CD151, E 801-CD152, E 801-CD153, E 801-CD154, E 801-CD155, E 801-CD156, E 801-CD157, E 801-CD158, E 801-CD159, E 801-CD160, E 801-CD161, E 801-CD162, E 801-CD163, E 801-CD164, E 801-CD165, E 801-CD166, E 801-CD167, E 801-CD168, E 801-CD169, E



STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: CAC CHECKER: JAD	DATE: _____ DRAWN: _____ AT CHECKED: JAD	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC PHASE A	BRIDGE FILE: N/A DESIGNATION: I401291, 201233 SHEETS: 12 of 142 SURVEY BOOK: _____ ELECTRONIC: _____ PLOT: _____ PLOT: R23291
	LEGEND Construction Area Standard Barricade, Type III-6 Road Construction Sign Type "A" Construction Warning Light (LOW INTENSITY) Type "B" Construction Warning Light (HIGH INTENSITY) Channeled Drum Temporary Pavement Marking, White, 4 in. Temporary Pavement Marking, Yellow, 4 in.			NOTES: Refer to INDOT Standard Drawings E 801-PCDT, E 801-TCSN, E 801-TCLD For further Details of Traffic Control Signs, Access to Driveways to Remain Open At All Times, PHASE A. MOT phasing shall be completed in sequential order starting with PHASE A.



LEGEND Construction Area Standard Barricade, Type III-6 Road Construction Sign	PHASE 1C Type "A" Construction Warning Light (LOW INTENSITY) Type "B" Construction Warning Light (HIGH INTENSITY) Channeled Drum Temporary Pavement Marking, White, 4 in. Temporary Pavement Marking, Yellow, 4 in.	NOTES: Refer to INDOT Standard Drawings E 801-PCDT, E 801-TCSN, E 801-TCLG For further Details of Traffic Control Signs, Access to Driveways to Remain Open At All Times, PHASE A. MOT phasing shall be completed in sequential order starting with PHASE A.	STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: _____ DATE: _____ DRAWN: _____ AT: _____ CHECKED: _____ JAD: _____	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC PHASE C & D	BRIDGE FILE: N/A DESIGNATION: I40/251, 201/253 SHEETS: 14 of 142 SURVEY BOOK: _____ ELECTRONIC BOOK: _____ PROJECT: R23251 SHEET: I40/251, 201/253
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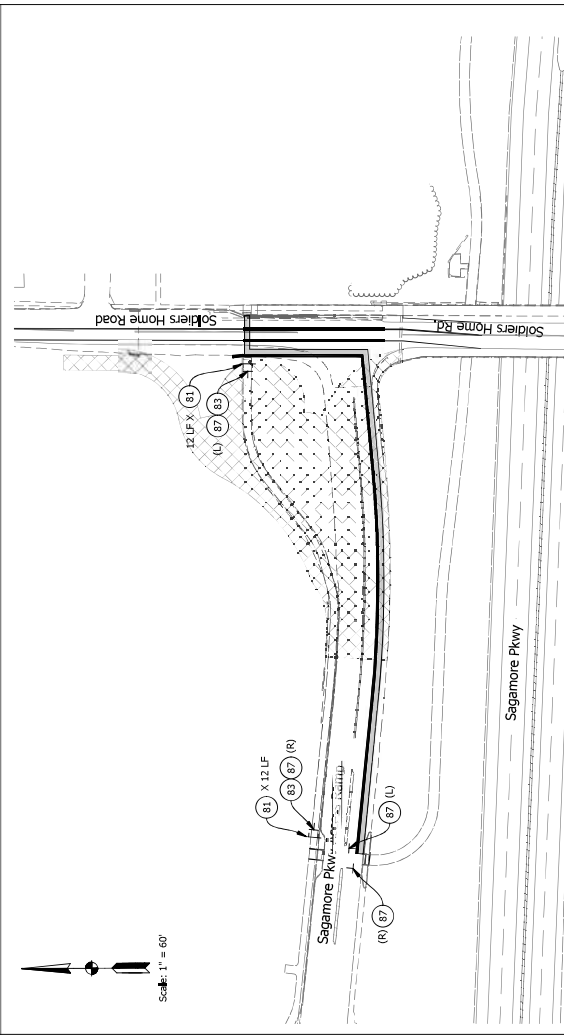
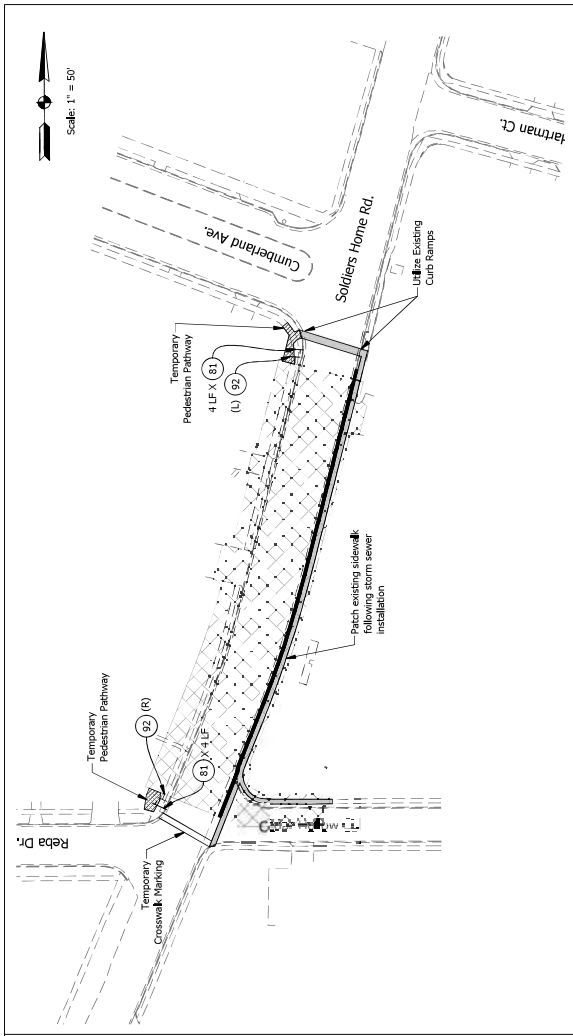


NOTE:
Drums spaced at 10 FT.

LEGEND Construction Area Standard Barricade, Type III-6 Road Construction Sign	STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ DATE _____ DESIGN ENGINEER _____ DRAWN: _____ AT _____ CHECKED: _____ JAD _____	HORIZONTAL SCALE 1" = 50' VERTICAL SCALE 1" = 50' SURVEY BOOK _____ SHEETS 15 of 142 ELECTRONIC _____ SHEET _____ PROJECT NO. R-37911
		INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC PHASE E	

NOTES:
Refer to INDOT Standard Drawings E 801-1/CDT, E 801-1/CSN, E 801-1/CLG For further Details of Traffic Control Signs, Access to Driveways to Remain Open At All Times, MOT phasing shall be completed in sequential order starting with PHASE A.

Type 'A' Construction Warning Light (LOW INTENSITY)
 Type 'B' Construction Warning Light (HIGH INTENSITY)
 Channeled Drum
 Temporary Pavement Marking, White, 4 in., Yellow, 4 in.



Notes:
 Contractor to utilize temporary pedestrian pathway to restore existing curb ramp at Soldier's Home Road and South Cumberland Ave following the installation of proposed storm sewer and removal of existing inlets as shown on the Plan and Profile Sheets.
 Contractor to patch existing sidewalk along the east side of Soldier's Home Road following the installation of proposed storm sewer to the outfall location of Soldier's Home Road open to pedestrians.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Soldier's Home Road.
 Following the construction of the proposed trail on the west side of Soldier's Home Road, Contractor to construct temporary pedestrian pathway connecting the proposed trail to the existing sidewalk at the intersection of Cedar Hollow Court.
 Contractor to construct proposed sidewalk on east side of Soldier's Home Road and proposed roadway along Cedar Hollow Court immediately following completion of the rest of Phase A.
 Contractor to utilize newly constructed west trail as pedestrian route using proper signage and temporary curb ramps as needed to ensure ADA compliance while the east side is under construction.

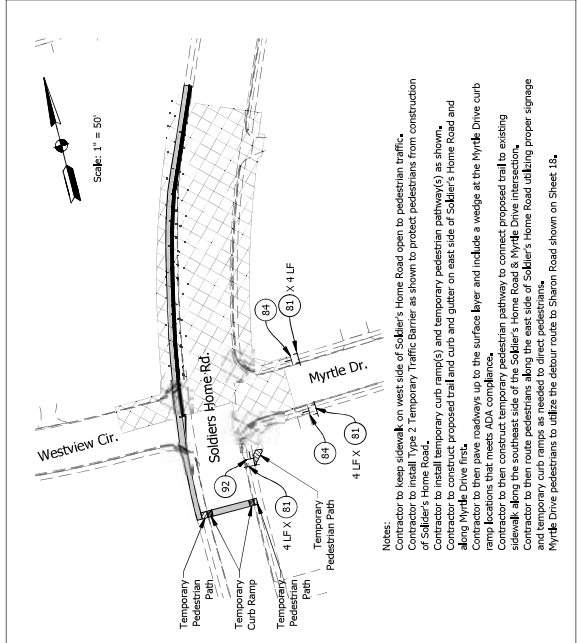
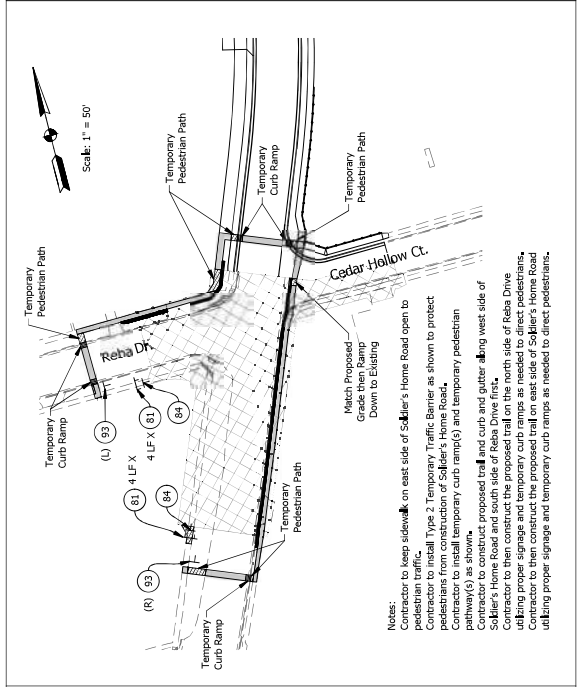
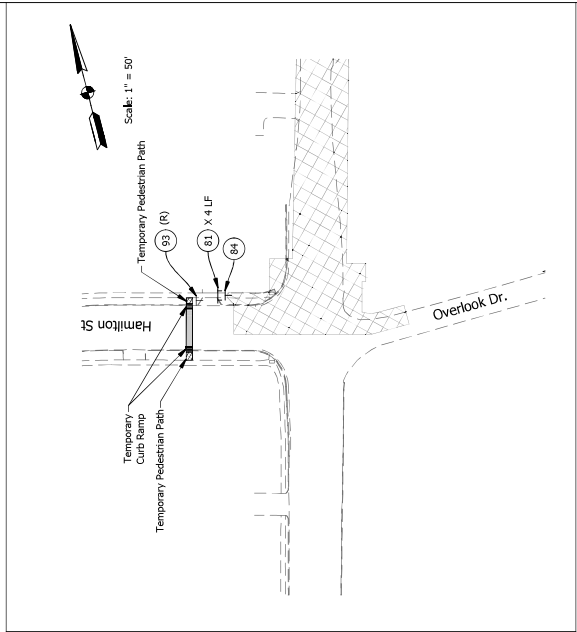
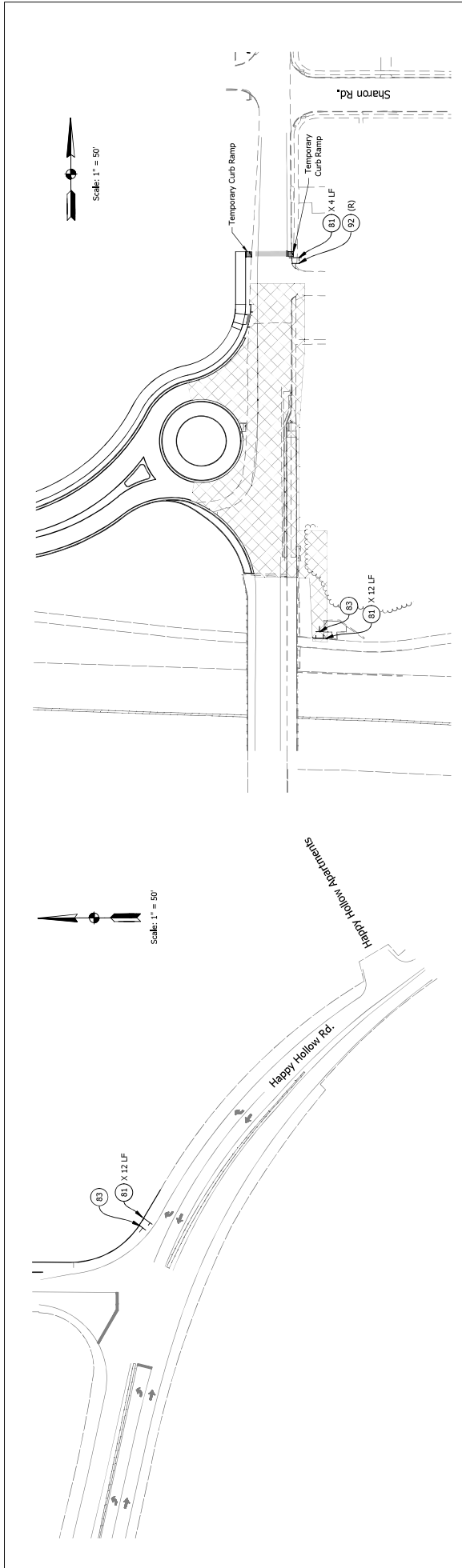
Notes:
 Contractor to utilize existing Sagamore Parkway Exit Ramp and west shoulder of Soldier's Home Road as pedestrian route through construction, using temporary pedestrian pathway as needed to ensure ADA compliance.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Sagamore Parkway.
 Contractor to construct proposed trail and as much of Phase A roundabout as possible first while maintaining the pedestrian detour route.
 Contractor to then route pedestrians along proposed trail and finalize Phase A roundabout construction.

STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: _____ DATE: _____ DRAWN: _____ AT: _____ CHECKED: _____	HORIZONTAL SCALE AS NOTED VERTICAL SCALE N/A	BRIDGE FILE N/A DESIGNATION I401291, 2001253
	DESIGNED: CAC CHECKED: JAD	SURVEY BOOK ELECTRONIC SHEETS 16 of 142 SHEET NO. R27911	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC PEDESTRIAN DETOUR ROUTE - PHASE A

LEGEND

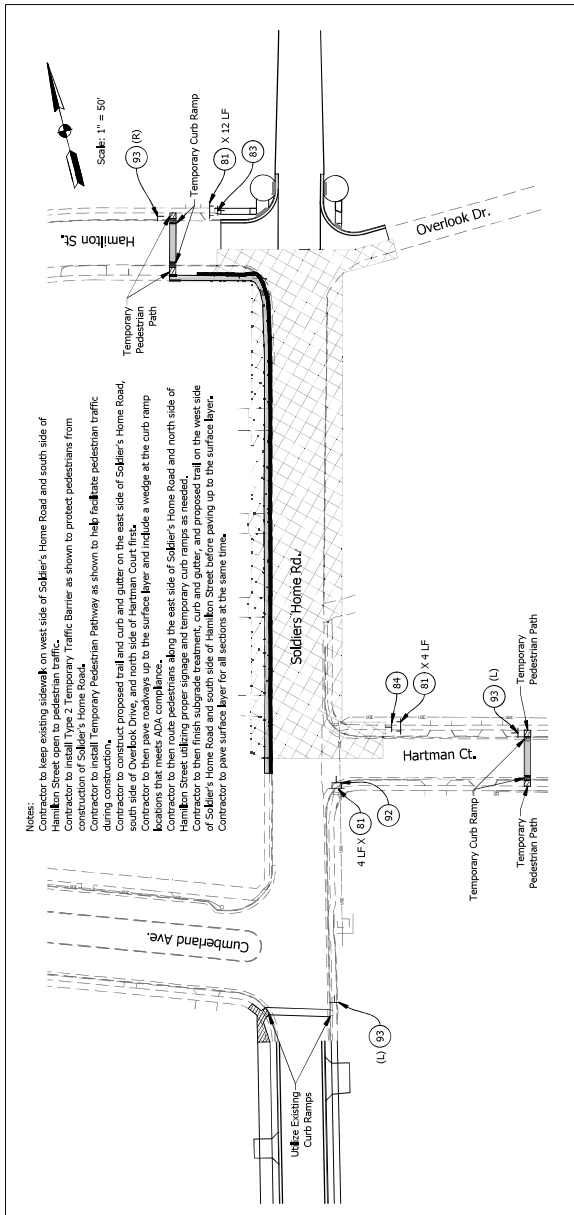
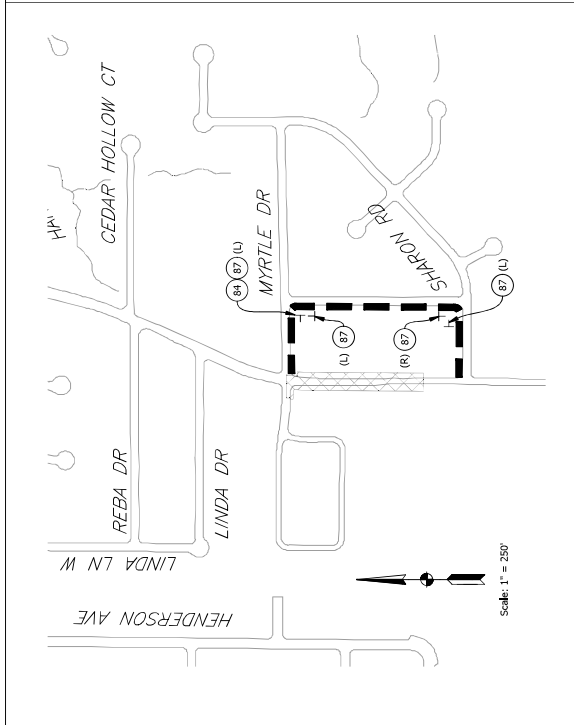
	Construction Area
	Pedestrian Detour Route
	Standard Barricade, Type III-B
	Road Construction Sign
	Pedestrian Route
	Temporary Pedestrian Pathway
	Temporary Curb Ramp
	Type 2 Temporary Traffic Barrier

NOTES:
 Refer to INDOT Standard Drawings E 801-PCDT, E 801-TCSN, E 801-TCLD for further Details of Traffic Control Signs, Access to Driveways to Remain Open At All Times, MOT phasing shall be completed in sequential order starting with PHASE A.

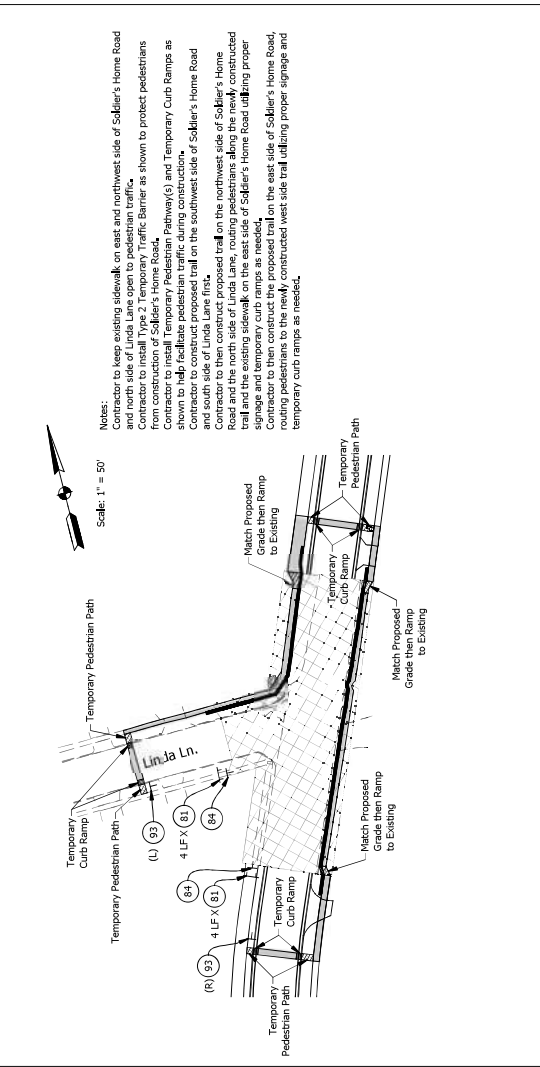
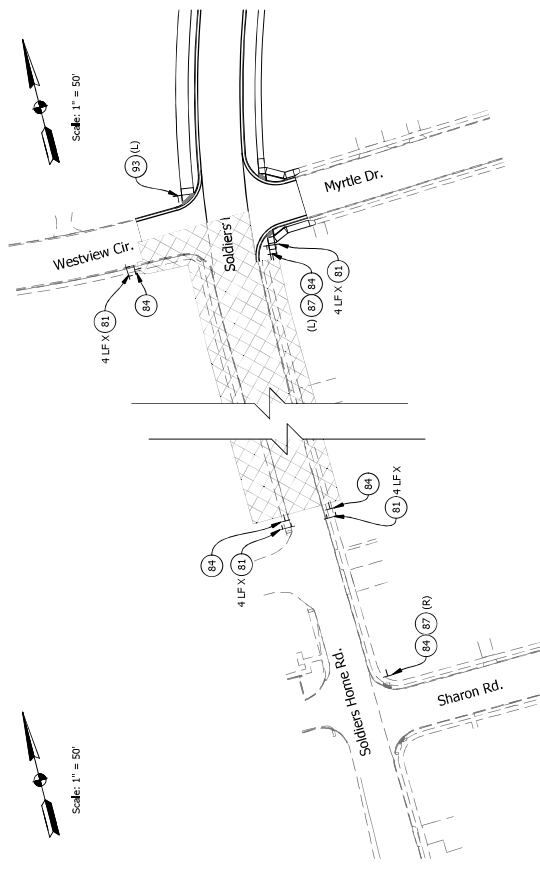


Notes:
 Contractor to keep sidewalk on west side of Soldier's Home Road open to pedestrian traffic.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Soldier's Home Road.
 Contractor to install temporary curb ramp(s) and temporary pedestrian pathway(s) as shown.
 Contractor to construct proposed trail and curb and gutter on east side of Soldier's Home Road and ramp locations that meets ADA compliance.
 Contractor to then pave roadways up to the surface layer and include a wedge at the Myrtle Drive curb ramp locations that meets ADA compliance.
 Contractor to then construct temporary pedestrian pathway to connect proposed trail to existing sidewalk along the southeast side of the Soldier's Home Road & Myrtle Drive intersection.
 Contractor to then construct the proposed trail on the north side of Soldier's Home Road utilizing proper signage and temporary curb ramps as needed to direct pedestrians.
 Myrtle Drive pedestrians to utilize the detour route to Sharon Road shown on Sheet 18.

LEGEND Construction Area Pedestrian Area Pedestrian Detour Route Standard Barricade, Type III-B Road Construction Sign Pedestrian Route Temporary Pedestrian Pathway Temporary Curb Ramp Type 2 Temporary Traffic Barrier		NOTES: Refer to INDOT Standard Drawings E 801-PCDT, E 801-TCSN, E 801-TCLG For further Details of Traffic Control Signs. Access to Driveways to Remain Open At All Times. MOT phasing shall be completed in sequential order starting with PHASE A.
STAGE 2 PLANS NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL DESIGN ENGINEER: _____ DATE: _____ DRAWN: _____ AT CHECKER: JAD CHECKER: JAD
INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE N/A DESIGNATION: I401291_201233 SHEETS: 17 of 142 SURVEY BOOK: _____ ELECTRONIC BOOKET: 852921 PROJECT: I401291_201233
MAINTENANCE OF TRAFFIC - PHASE B PEDESTRIAN DETOUR ROUTE - PHASE B		



Notes:
 Contractor to keep existing sidewalk on west side of Soldier's Home Road and south side of Hamilton Street open to pedestrian traffic.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Soldier's Home Road.
 Contractor to install Temporary Pedestrian Pathway as shown to help facilitate pedestrian traffic during construction.
 Contractor to construct proposed trail and curb and gutter on the east side of Soldier's Home Road, south side of Overlook Drive, and north side of Hartman Court first.
 Contractor to then pave roadways up to the surface layer and include a wedge at the curb ramp.
 Contractor to then place concrete on the east side of Soldier's Home Road and north side of Hamilton Street utilizing proper signage and temporary curb ramps as needed.
 Contractor to then finish subgrade treatment, curb and gutter, and proposed trail on the west side of Soldier's Home Road and south side of Hamilton Street before paving up to the surface layer.
 Contractor to pave surface layer for all sections at the same time.

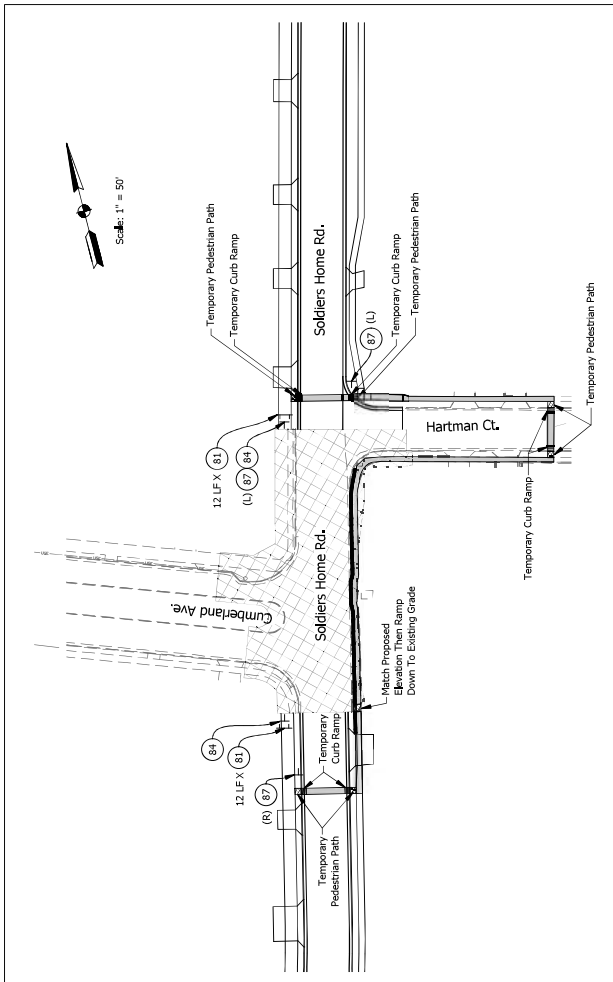


Notes:
 Contractor to keep existing sidewalk on east and northwest side of Soldier's Home Road and north side of Linda Lane open to pedestrian traffic.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Soldier's Home Road.
 Contractor to install Temporary Pedestrian Pathway(s) and Temporary Curb Ramps as shown to help facilitate pedestrian traffic during construction.
 Contractor to construct proposed trail on the southwest side of Soldier's Home Road and south side of Linda Lane first.
 Contractor to then pave roadways up to the surface layer and include a wedge at the curb ramp and the north side of Linda Lane, noting pedestrians along the newly constructed trail and the existing sidewalk on the east side of Soldier's Home Road utilizing proper signage and temporary curb ramps as needed.
 Contractor to then construct the proposed trail on the east side of Soldier's Home Road, noting pedestrians to the newly constructed west side trail utilizing proper signage and temporary curb ramps as needed.

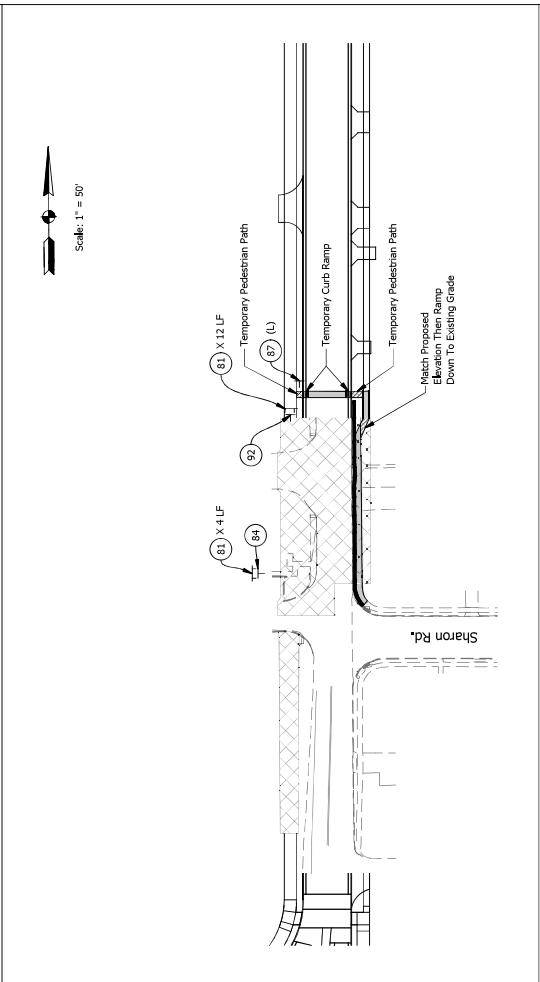
STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGNED: CAC CHECKER: JAD	DESIGN ENGINEER DATE DRAWN: AT CHECKER: JAD	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC - PHASE C PEDESTRIAN DETOUR ROUTE - PHASE C	HORIZONTAL SCALE AS NOTED VERTICAL SCALE N/A	BRIDGE FILE N/A DESIGNATION I40/251, 201/253
	SURVEY BOOK ELECTRONIC SHEETS 18 of 142	SHEET NO. 140/131, 201/133			

NOTES:
 Refer to INDOT Standard Drawings E 801-PCD1, E 801-TCSN, E 801-TCLD For further Details of Traffic Control Signs.
 Access to Driveways to Remain Open At All Times.
 MOT phasing shall be completed in sequential order starting with PHASE A.

- LEGEND**
- Construction Area
 - Pedestrian Route
 - Temporary Pedestrian Pathway
 - Pedestrian Detour Route
 - Temporary Curb Ramp
 - Standard Barricade, Type III-B
 - Road Construction Sign
 - Type 2 Temporary Traffic Barrier



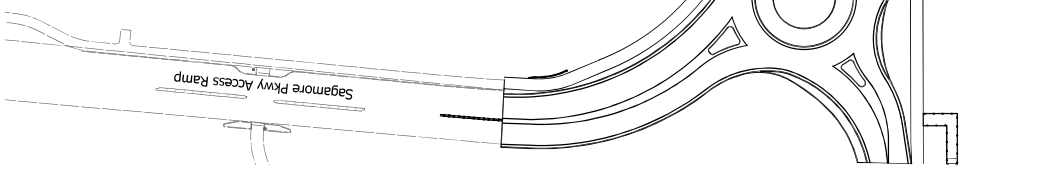
Notes:
 Contractor to maintain existing sidewalk on east side of Soldier's Home Road and south side of Hartman Court open to pedestrian traffic.
 Contractor to construct proposed trail on west side of Soldier's Home Road first.
 Contractor to construct proposed trail along Cumberland Ave on one side at a time, keeping the other side open to traffic and ADA compliant for pedestrian traffic utilizing proper signage and temporary curb ramps as needed.
 Following the construction of the proposed trail and curb and gutter on the west side of Soldier's Home Road and Cumberland Ave, Contractor to pave roadways up to the surface layer and include a wedge at the curb ramp locations that meets ADA compliance.
 Contractor to install Type 2 Temporary Traffic Barrier on east side of Soldier's Home Road and north side of Hartman Court utilizing proper signage and temporary curb ramps as needed.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Soldier's Home Road.



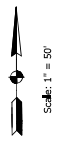
Notes:
 Contractor to construct proposed trail on west side of Soldier's Home Road first, routing pedestrians through the existing sidewalk on the east side of Soldier's Home Road.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Soldier's Home Road.
 Contractor to use Temporary Pedestrian Path as needed to ensure ADA compliant transition between existing sidewalks/driveways and proposed trail.
 Contractor to utilize newly constructed west side trail as pedestrian detour route while the east side is under construction using proper signage and temporary curb ramps as needed.

STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: CAC DRAWN: AT CHECKED: JAD	DATE: JAD	INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE: N/A DESIGNATION: I40/251, 200/253 SHEETS: 19 of 142 SURVEY BOOK: ELECTRONIC PLOT: 8/27/21
	MAINTENANCE OF TRAFFIC - PHASE D PEDESTRIAN DETOUR ROUTE			

LEGEND Construction Area Pedestrian Detour Route Standard Barricade, Type III-B Road Construction Sign	Pedestrian Route Temporary Pedestrian Pathway Temporary Curb Ramp Type 2 Temporary Traffic Barrier
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Notes:
 Contractor to construct south side of apartment driveway first.
 Contractor to construct temporary pedestrian detour and temporary pedestrian pathway(s) as shown to help facilitate pedestrian detour through construction.
 Contractor to install Type 2 Temporary Traffic Barrier as shown to protect pedestrians from construction of Squire's Home Road.
 Pedestrians approaching from Sharon Road to utilize the detour to Myrtle Drive shown on Sheet 18.

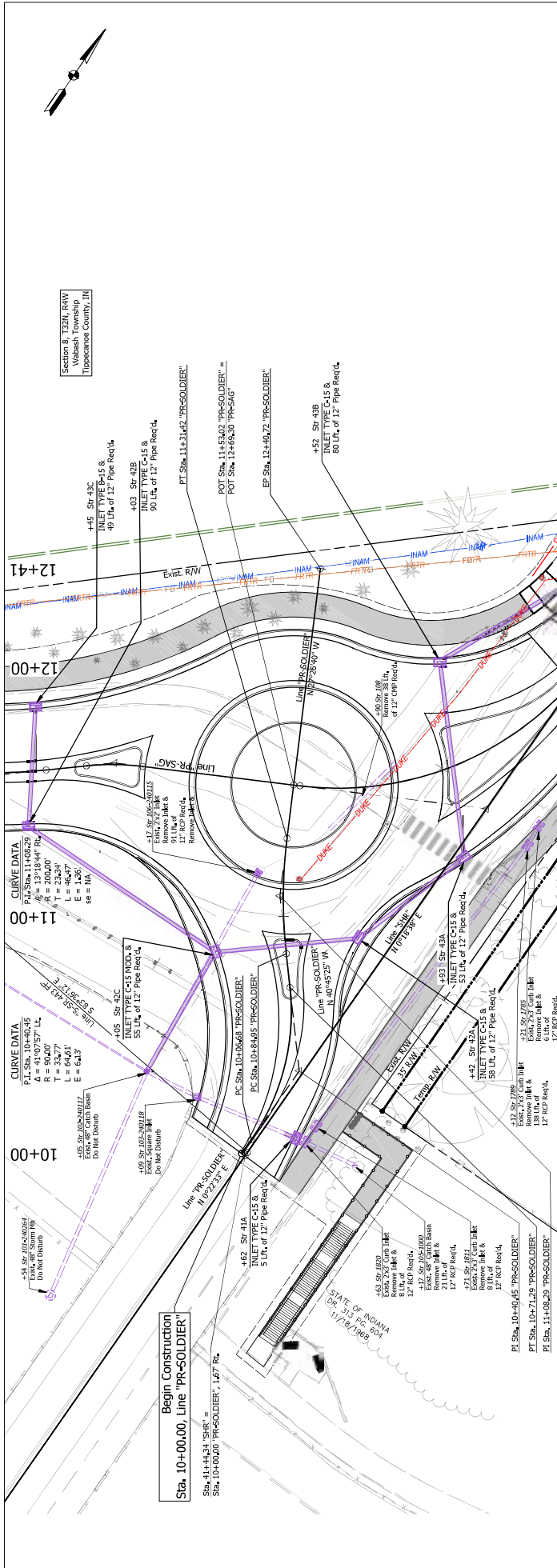


Scale: 1" = 50'

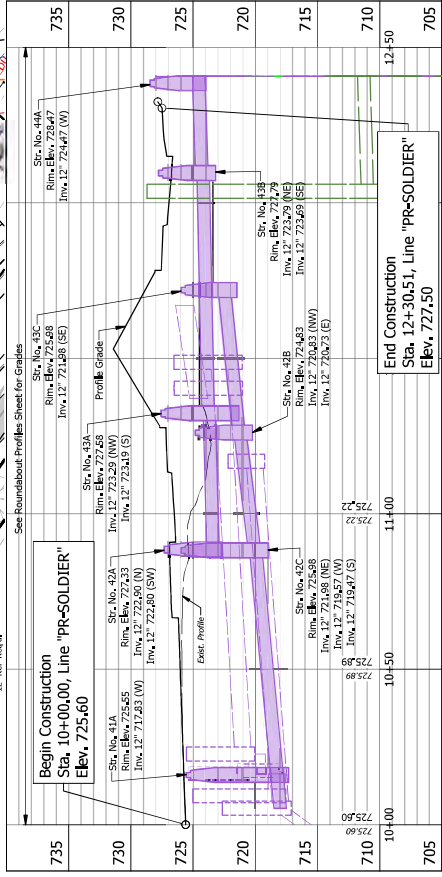
STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL: _____ DESIGNED BY: CAC CHECKED BY: JAD	DESIGN ENGINEER: _____ DRAWN BY: AT CHECKED BY: JAD	DATE: _____ AT: _____ JAD: _____	BRIDGE FILE: N/A DESIGNATION: I401291_201233 SHEETS: 20 of 142 SURVEY BOOK: _____ ELECTRONIC: _____ PLOT: R232911 BRIDGE FILE: I401291_201233
	INDIANA DEPARTMENT OF TRANSPORTATION		MAINTENANCE OF TRAFFIC - PHASE E PEDESTRIAN DETOUR ROUTE - PHASE E	

NOTES:
 Refer to INDOT Standard Drawings E 801-PCDT, E 801-TCSN, E 801-TCLG For further Details of Traffic Control Signs.
 Access to Driveways to Remain Open At All Times.
 MOT phasing shall be completed in sequential order starting with PHASE A.

	Construction Area
	Pedestrian Route
	Temporary Pedestrian Pathway
	Pedestrian Detour Route
	Temporary Curb Ramp
	Type 2 Temporary Traffic Barrier
	Standard Barricade, Type III-B
	Road Construction Sign

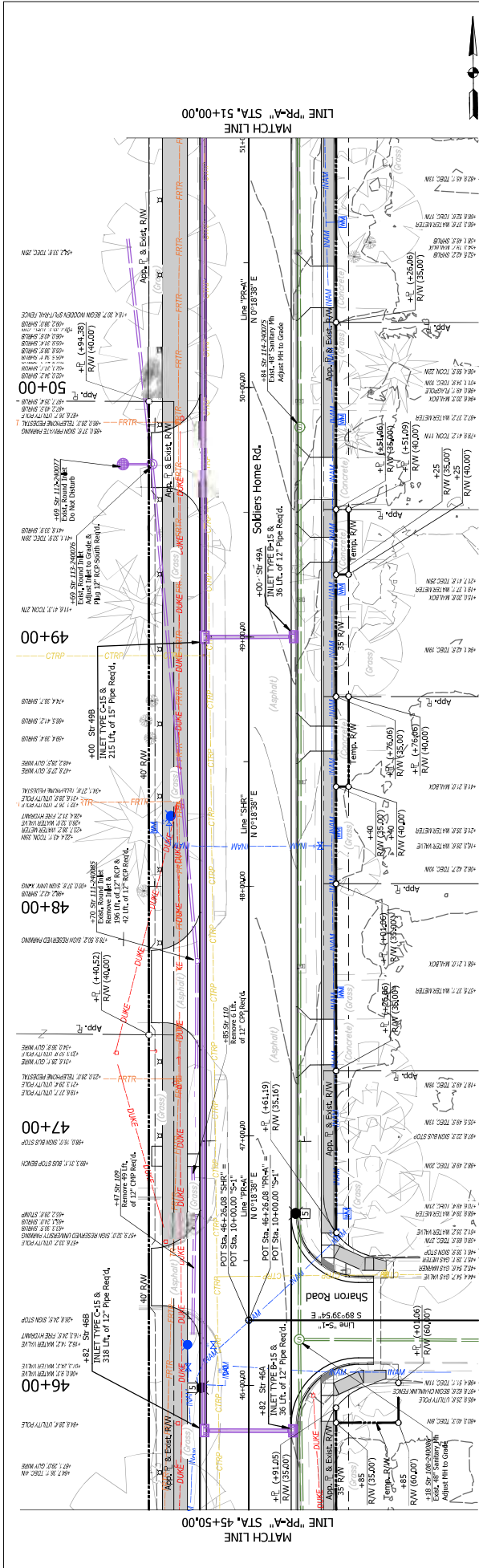


ALL TOPOGRAPHY AND R/W ON THIS SHEET DESCRIBED FROM LINE "PR-SOLDIER" UNLESS OTHERWISE NOTED.



TBM # 1: STA. 41+56.66, 29.03 RT, ELEV. = 726.21
 Cut "1" set on the northeast corner of the concrete retaining wall on the northeast side of the intersection of the centerline of Sullivan Home Road, 1'-150' north of the centerline of Sagamore Parkway.

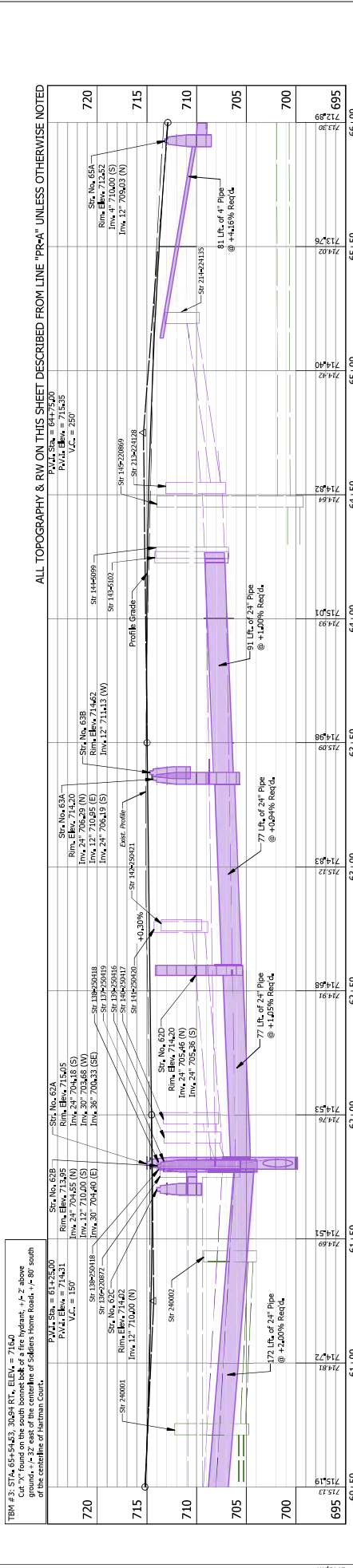
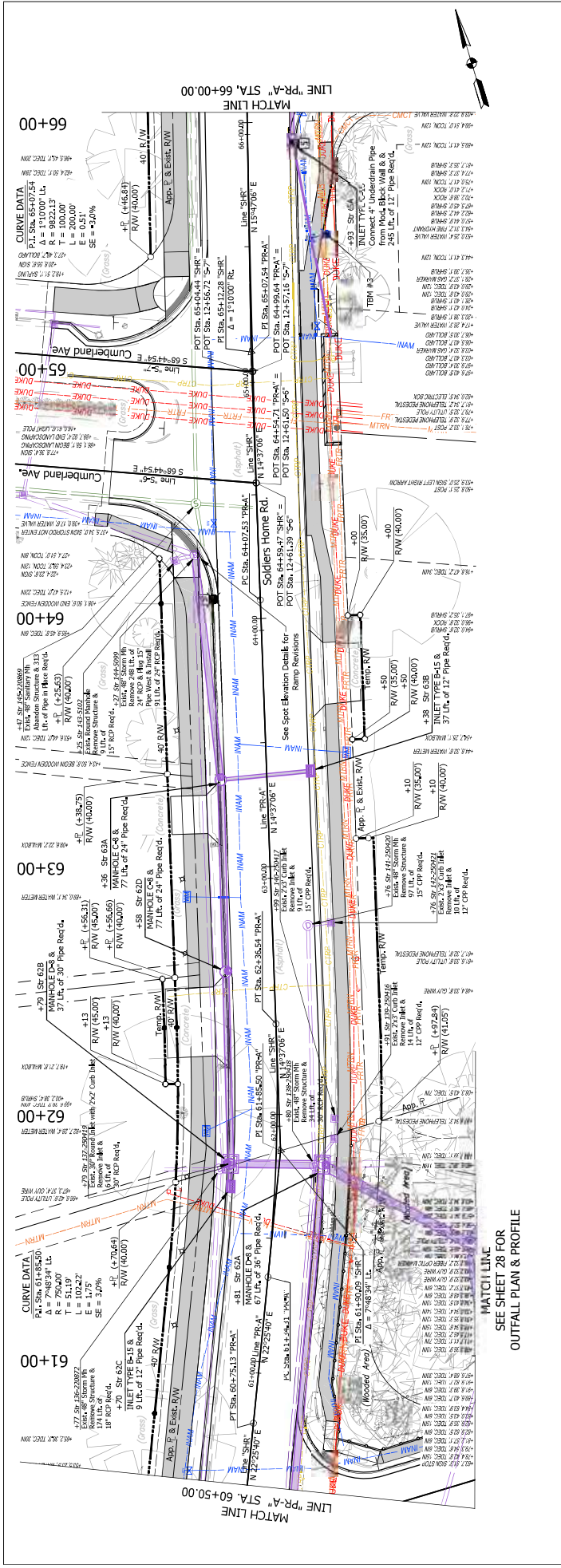
STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: _____ DATE: _____	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
	DESIGNED: CAC CHECKED: JAD	DESIGN ENGINEER: _____ DATE: _____	VERTICAL SCALE 1" = 5'
INDIANA DEPARTMENT OF TRANSPORTATION LINE "PR-SOLDIER" PLAN & PROFILE STA. 10+00.00 TO STA. 12+40.72	DRAWN: AT CHECKED: JAD	SURVEY BOOK ELECTRONIC	DISCREMINATION HD1251, 201253
SHEETS 22 of 142	SHEETS 22 of 142	SURVEY BOOK ELECTRONIC	SHEETS 22 of 142
SHEETS 22 of 142	SHEETS 22 of 142	SURVEY BOOK ELECTRONIC	SHEETS 22 of 142



ALL TOPOGRAPHY & RW ON THIS SHEET DESCRIBED FROM LINE "PRA" UNLESS OTHERWISE NOTED

Station	Elevation (ft)	Notes
730	727.05	Sr. No. 465, 12" x 12" Pipe, Invert 727.05 (E)
725	723.45	Sr. No. 466, 12" x 12" Pipe, Invert 723.45 (E)
720	719.97	Sr. No. 467, 12" x 12" Pipe, Invert 719.97 (E)
715	716.49	Sr. No. 468, 12" x 12" Pipe, Invert 716.49 (E)
710	713.01	Sr. No. 469, 12" x 12" Pipe, Invert 713.01 (E)
705	709.53	Sr. No. 470, 12" x 12" Pipe, Invert 709.53 (E)

INDIANA DEPARTMENT OF TRANSPORTATION LINE "PRA" PLAN & PROFILE STA. 45+50.00 TO STA. 51+00.00		BRIDGE FILE N/A DESIGNATION 402251, 2201253 SHEETS 24 of 142 PROJECT 402251, 2201253 R292411
STAGE 2 PLANS NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE DRAWN AT CHECKED JAD



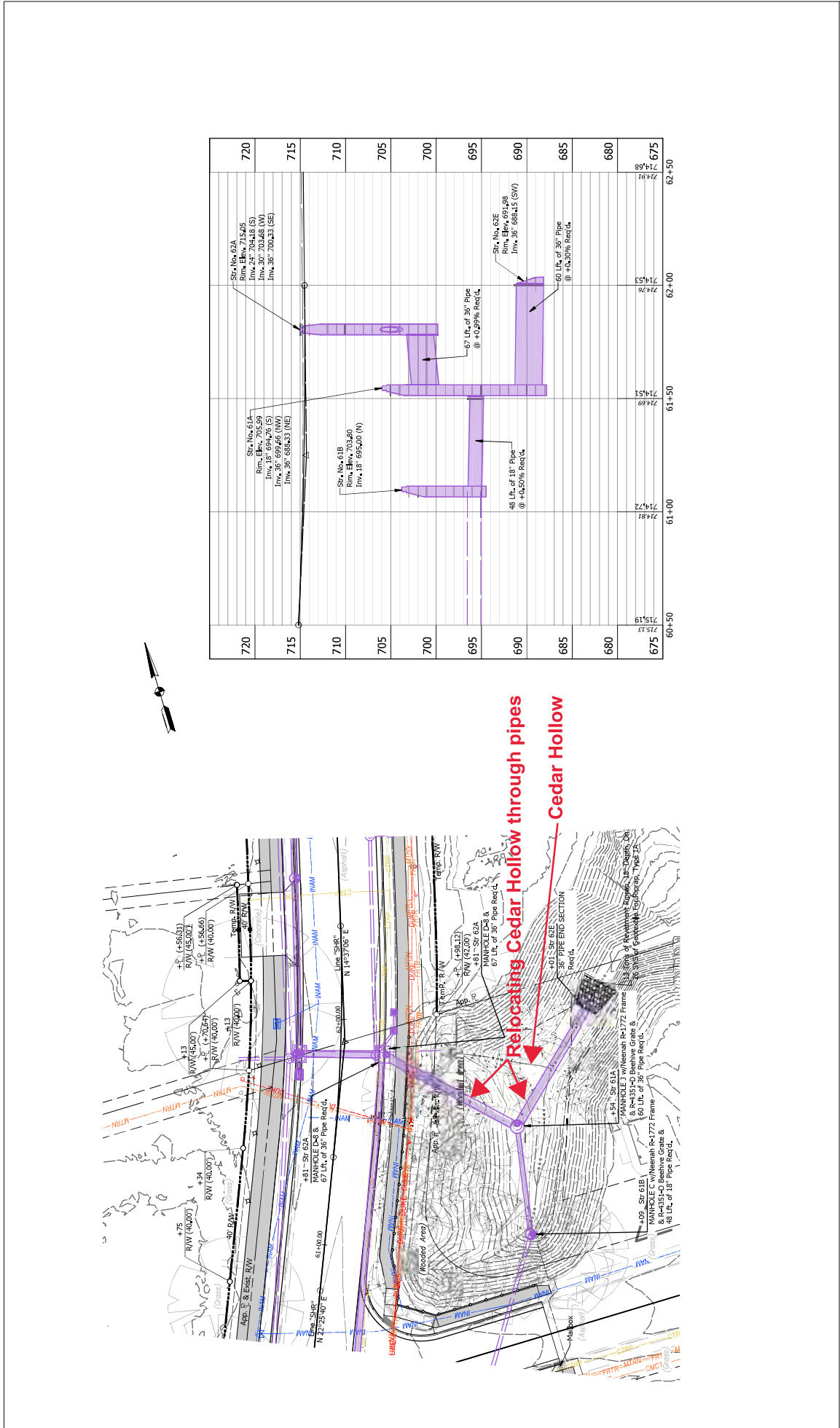
BRIDGE FILE		DESIGNATION		SHEETS	
N/A		401251, 201253		27 of 142	
N/A		ELECTRONIC		BOOK	
N/A		R29211		401251, 201253	

INDIANA DEPARTMENT OF TRANSPORTATION		DATE	
DESIGNED: JAD	CAC	DRAWN: JAD	AT
CHECKED: JAD		CHECKER: JAD	

STAGE 2 PLANS		NOT FOR CONSTRUCTION	
FOR APPROVAL	RECOMMENDED	DESIGNED: JAD	CAC
DATE	DATE	DRAWN: JAD	AT
		CHECKER: JAD	

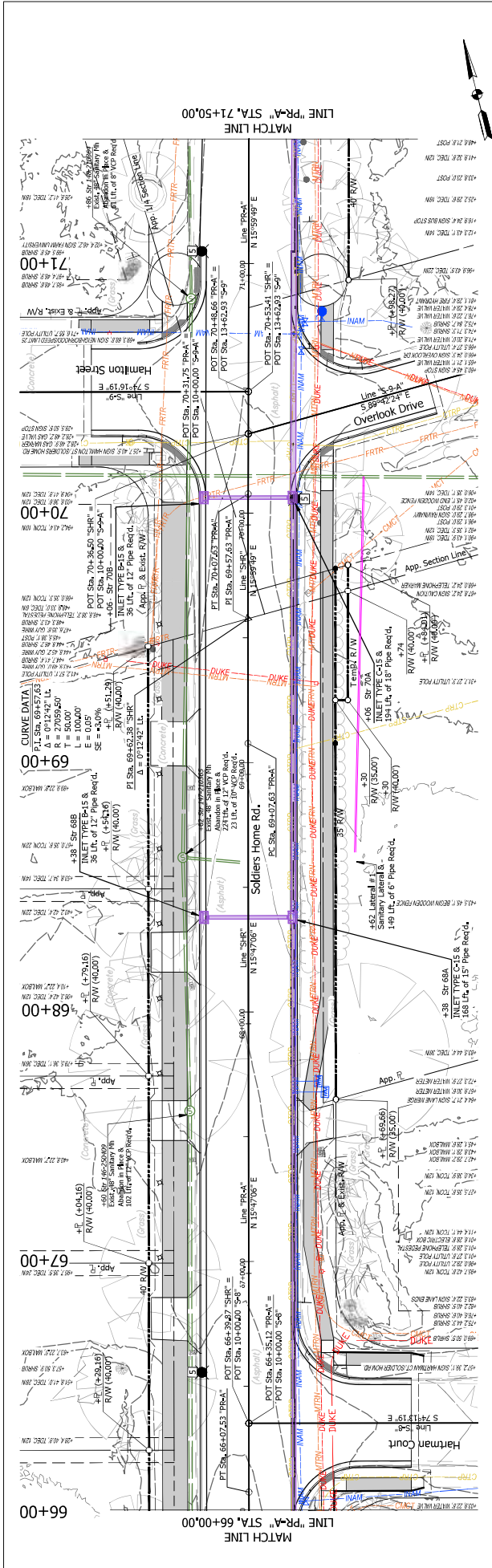
STATION	VERTICAL SCALE	HORIZONTAL SCALE
695	1" = 5'	1" = 20'
700	1" = 5'	1" = 20'
705	1" = 5'	1" = 20'
710	1" = 5'	1" = 20'
715	1" = 5'	1" = 20'
720	1" = 5'	1" = 20'

DIRECTORY: I:\2021\120643\Soldiers Home Road\30 Sheet\Drawings\15 PERPLOTED BY: JoeBerk
 DISCAL: I:\LTS\CAL...
 PLOTTED BY: JoeBerk
 DATE: Aug 20, 2024 - 1:11pm

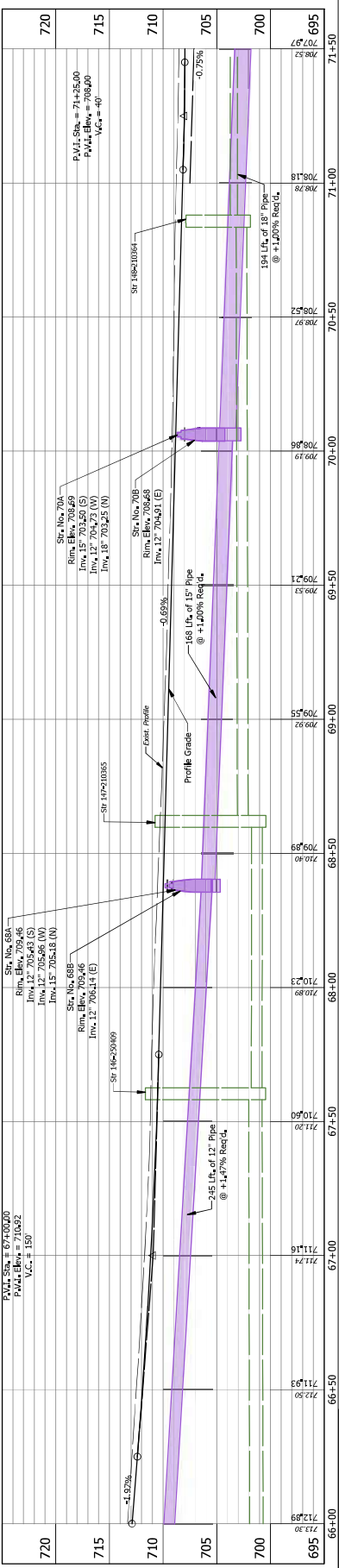


Station	Structure Details	Station
720	Sr. No. 62A Rim Elev. 715.05 Inv. 24' 704.48 (S) Inv. 30' 703.68 (W) Inv. 36' 700.33 (SE)	720
715	Sr. No. 61A Rim Elev. 705.99 Inv. 24' 697.15 (S) Inv. 30' 695.65 (W) Inv. 36' 688.23 (NE)	715
710	Sr. No. 61B Rim Elev. 693.80 Inv. 18' 695.00 (N)	710
705		705
700		700
695	67" Ltr. of 36" Pipe @ +4.57% Recl'd.	695
690	Sr. No. 62E Rim Elev. 691.28 Inv. 36' 688.15 (SW)	690
685	48" Ltr. of 18" Pipe @ +4.50% Recl'd.	685
680	60" Ltr. of 36" Pipe @ +4.30% Recl'd.	680
675		675
60+50		61+00
		61+50
		62+00
		62+50

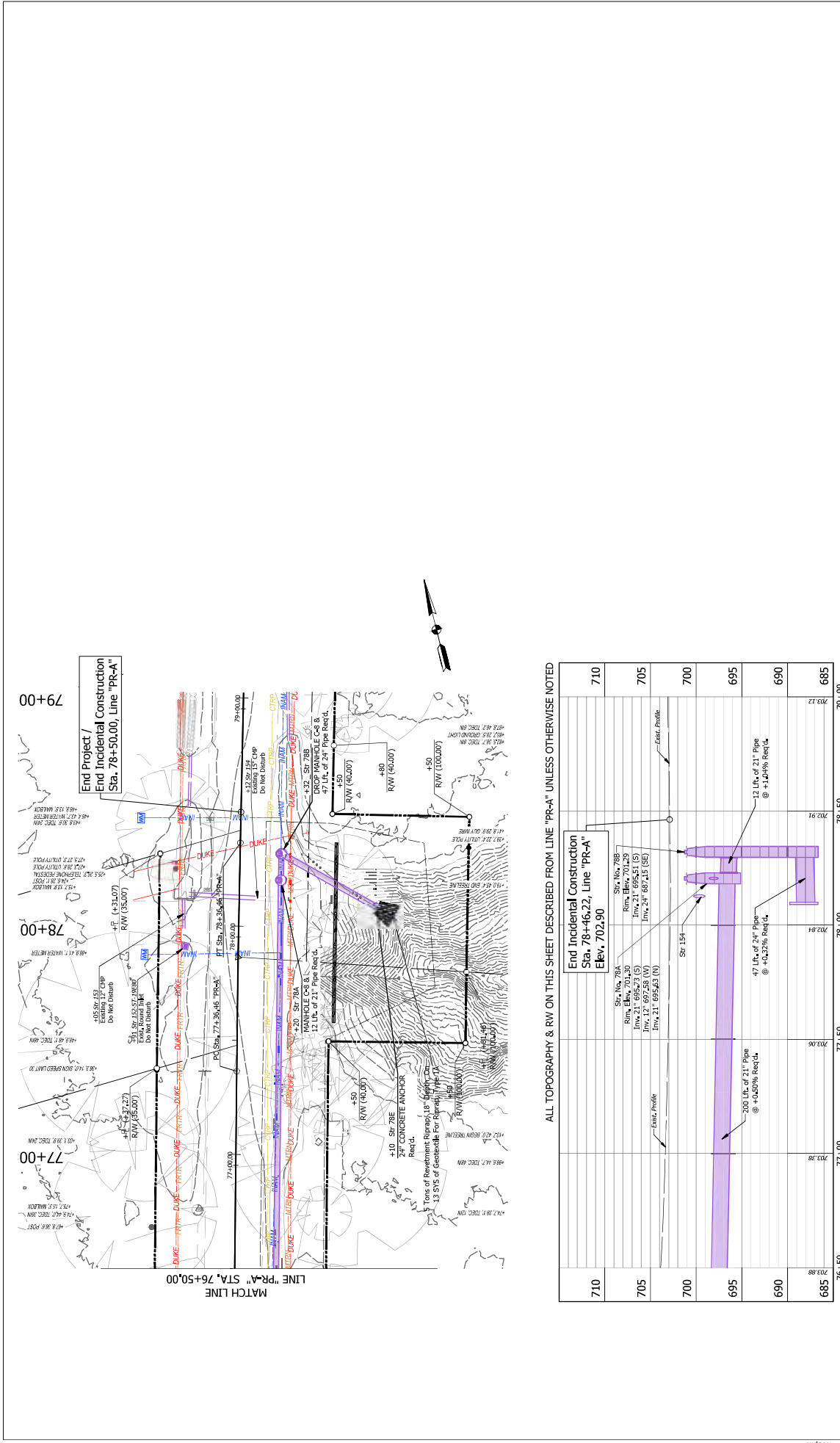
STAGE 2 PLANS NOT FOR CONSTRUCTION		INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE	
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	HORIZONTAL SCALE	1" = 20'	N/A
DESIGNED: CAC	DRAWN: AT		VERTICAL SCALE	1" = 5'	DESIGNATION
CHECKED: JAD	CHECKER: JAD				401291, 201253
					SURVEY BOOK
					ELECTRONIC
					28
					1 of 142
					CONTRACT
					829241
					401291, 201253



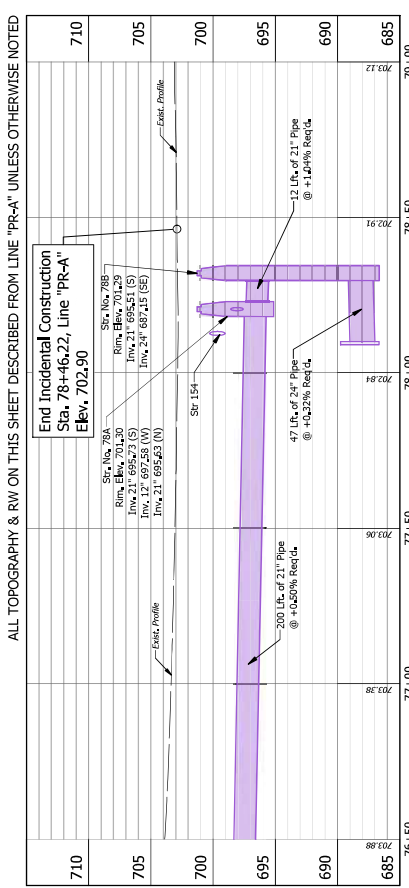
ALL TOPOGRAPHY & RW ON THIS SHEET DESCRIBED FROM LINE "PR-A" UNLESS OTHERWISE NOTED



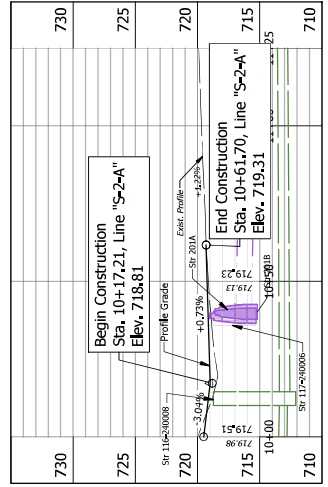
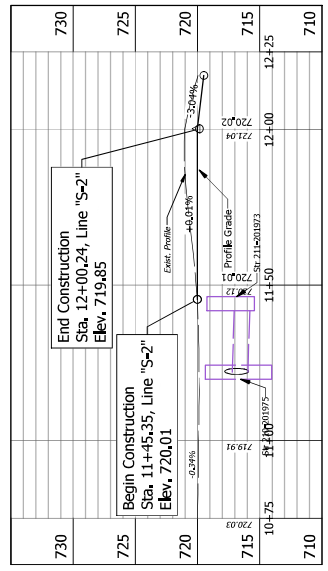
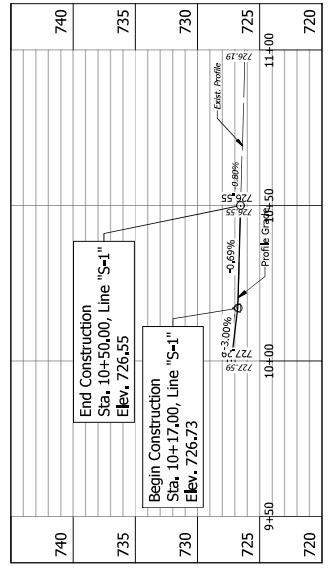
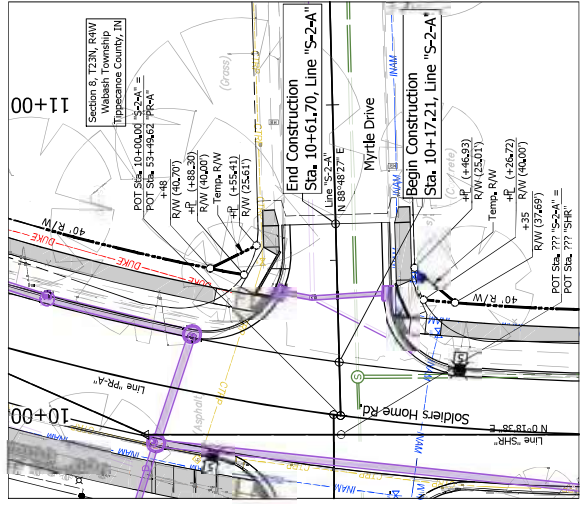
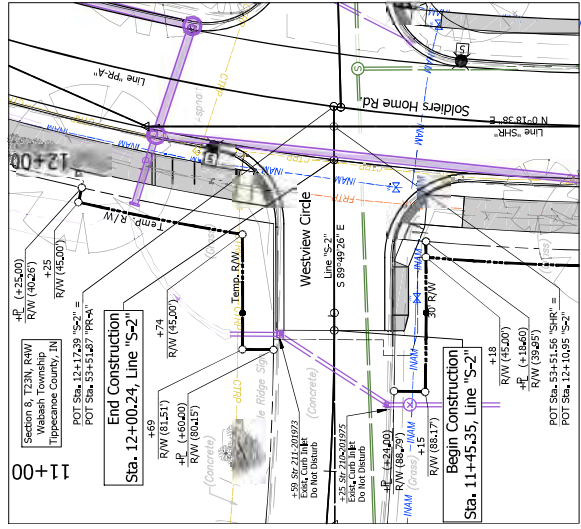
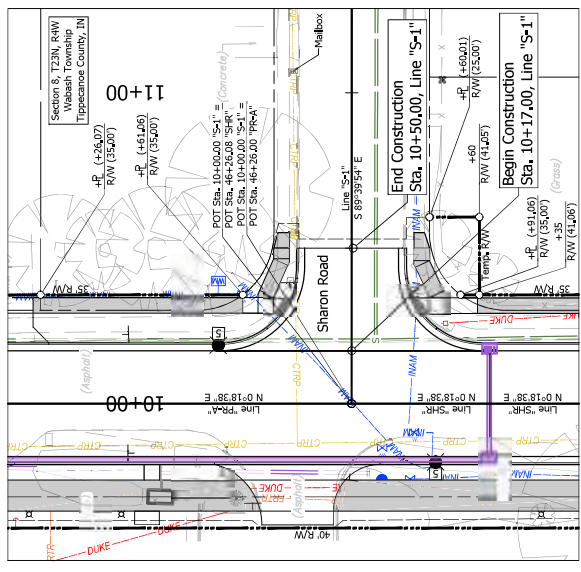
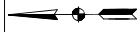
STAGE 2 PLANS NOT FOR CONSTRUCTION		INDIANA DEPARTMENT OF TRANSPORTATION LINE "PR-A" PLAN & PROFILE STA. 66+00.00 TO STA. 71+50.00	
DESIGNED BY: JAD	CAC	DESIGNED BY: JAD	DATE: JAD
CHECKED BY: JAD	DESIGNED BY: JAD	CHECKED BY: JAD	DATE: JAD
RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER:	DATE:	
BRIDGE FILE: N/A DESIGNATION: 402251, 202253 SHEETS: 29 of 142 ELECTRONIC SUBMIT: 402251, 202253 R292911		HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 5' SURVEY BOOK: ELECTRONIC SHEET: 29 of 142 SUBMIT: 402251, 202253 R292911	



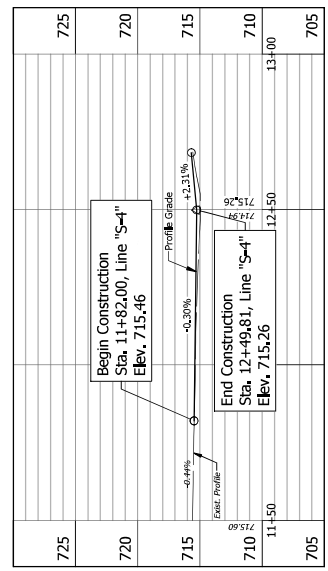
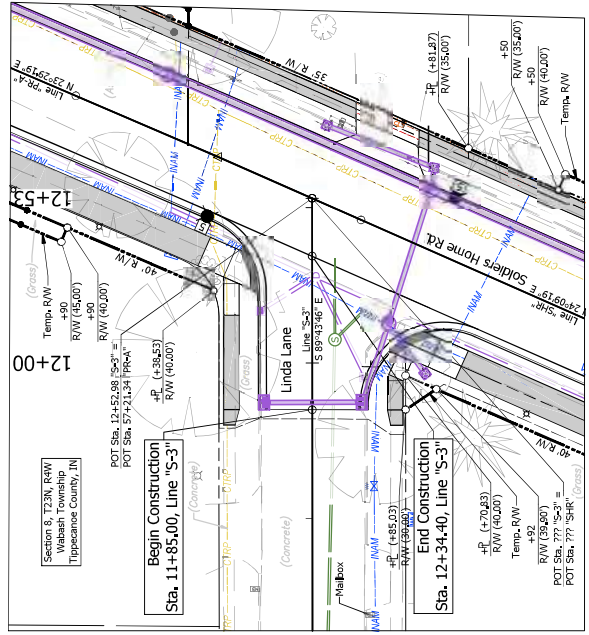
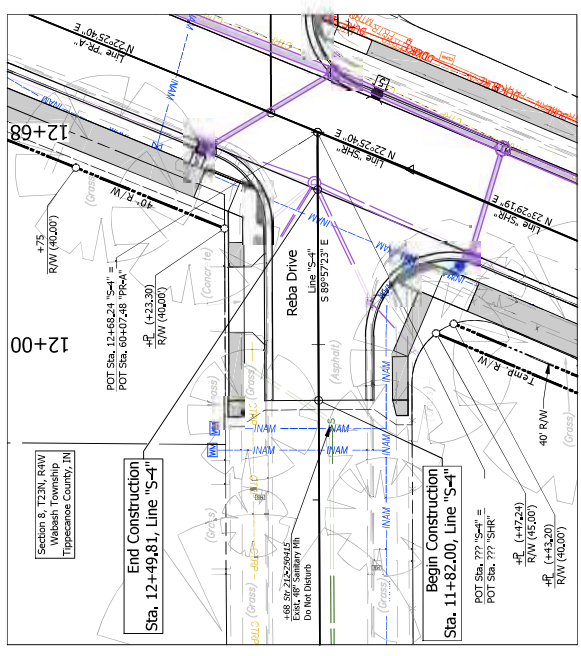
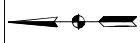
RECOMMENDED FOR APPROVAL DESIGN ENGINEER: _____ DATE: _____ DRAWN: _____ AT: _____ CHECKED: _____		HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'		BRIDGE FILE N/A DESIGNATION 401251, 201253	
STAGE 2 PLANS NOT FOR CONSTRUCTION		INDIANA DEPARTMENT OF TRANSPORTATION		SHEETS 31 of 142 ELECTRONIC 401251, 201253	
END PROJECT / END INCIDENTAL CONSTRUCTION STA. 78+50.00, LINE "PR-A"		LINE "PR-A" PLAN & PROFILE STA. 76+50 TO STA. 79+00			



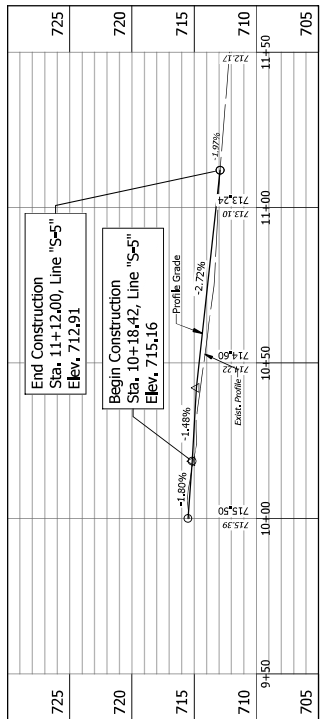
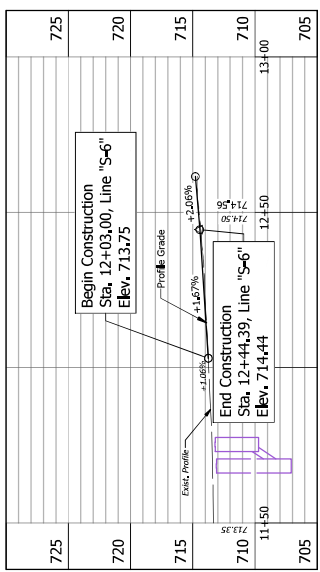
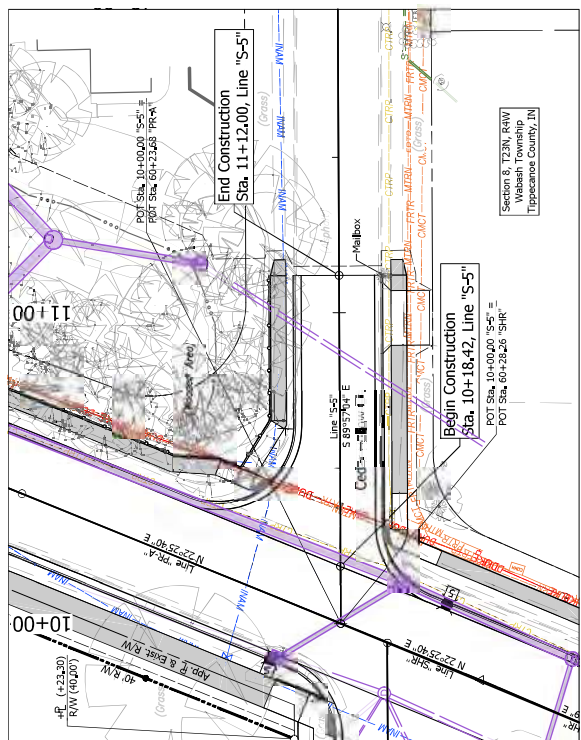
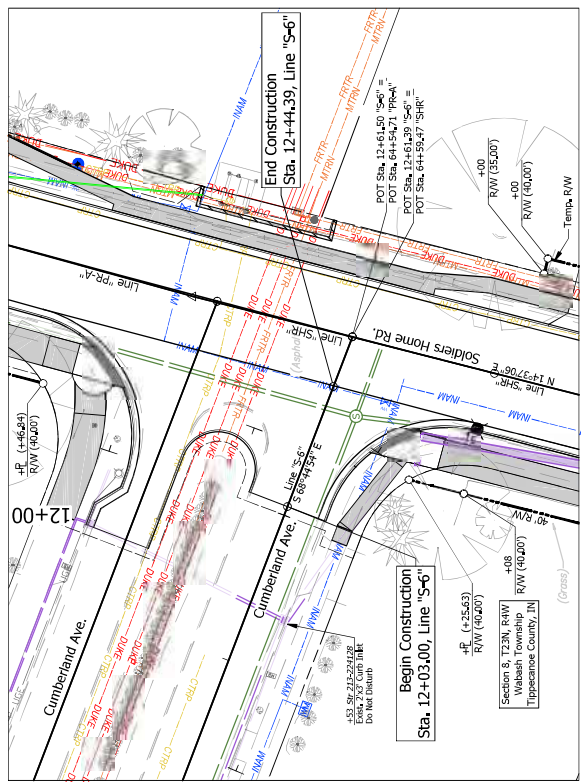
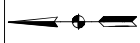
A. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC WORKS, AS APPLICABLE.
 B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
 C. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
 D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
 E. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
 F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
 G. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
 H. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
 I. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.



STAGE 2 PLANS		RECOMMENDED FOR APPROVAL		DESIGNER ENGINEER		DATE	
NOT FOR CONSTRUCTION		CAC		JAD		AT	
		DESIGNED:		DRAWN:		CHECKED:	
		JAD		JAD		JAD	
INDIANA DEPARTMENT OF TRANSPORTATION				BRIDGE FILE			
LINE "S-1", "S-2", "S-2-A" PLAN & PROFILE				N/A			
				DESIGNATION			
				440251, 201253			
				SHEET			
				32 of 142			
				SHEET NO.			
				440251, 201253			
				CONTRACT			
				R292911			



STAGE 2 PLANS NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGNER: CAC CHECKED: JAD	INDIANA DEPARTMENT OF TRANSPORTATION LINE "S-3" & "S-4" PLAN & PROFILE	BRIDGE FILE: N/A DESIGNATION: 4402251, 2201253 SHEETS: 33 of 142 SURVEY BOOK: ELECTRONIC SUBMIT: RPS2241 DATE: 04/02/24
	DESIGNER: CAC CHECKED: JAD	DATE:	HORIZONTAL SCALE: 1" = 20' VERTICAL SCALE: 1" = 5'



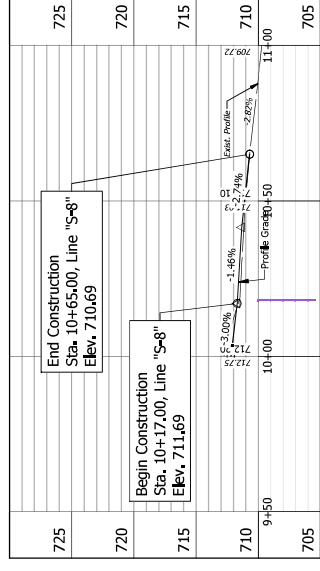
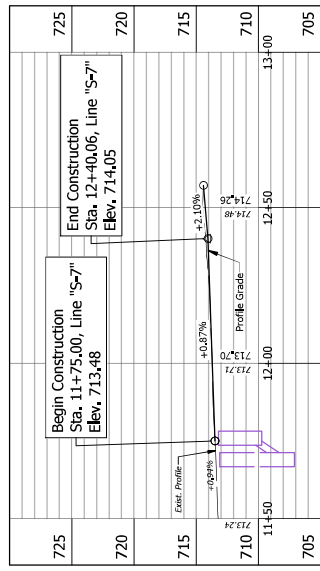
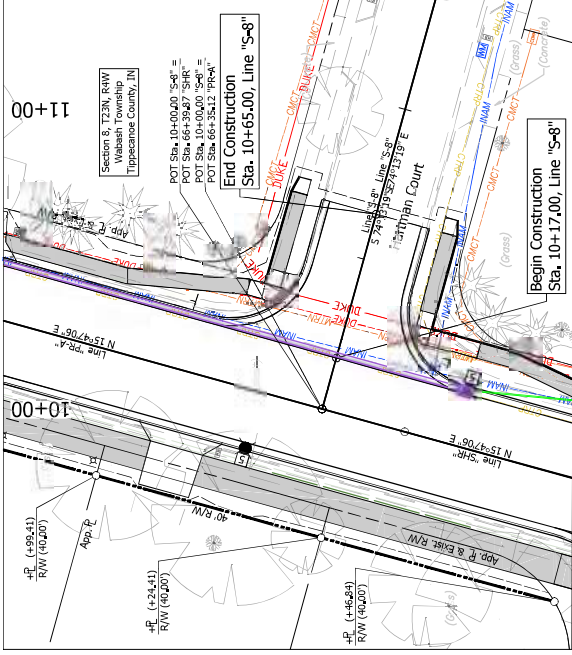
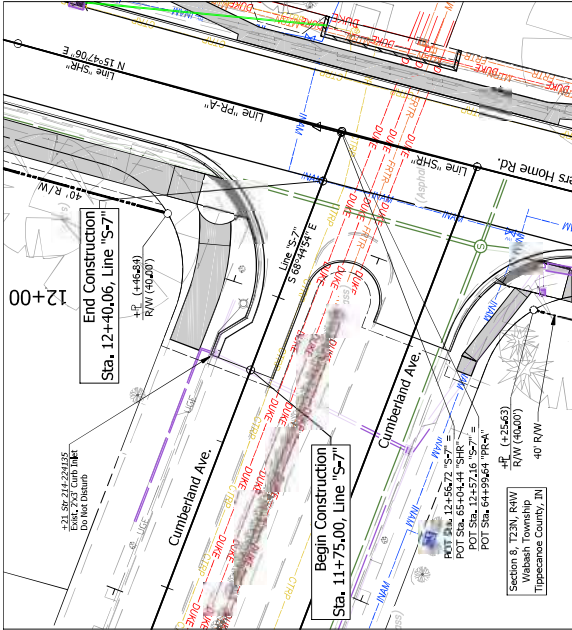
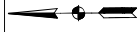
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 FILE: L:\2021\12\10\43 Soldiers Home Road\30 SheetDrawings\15 P&P
 PLOTTED BY: KMcMicheal
 DATE: Aug 16, 2024 4:10pm

HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
BRIDGE FILE	N/A
DESIGNATION	440251, 2201253
SURVEY BOOK	ELECTRONIC
SHEETS	34
TOTAL SHEETS	142
PROJECT NO.	1401251, 2201253

INDIANA
DEPARTMENT OF TRANSPORTATION
LINE 'S-5' & 'S-6'
PLAN & PROFILE

DESIGNED:	CAC	DRAWN:	AT
CHECKED:	JAD	CHECKED:	JAD

STAGE 2 PLANS
NOT FOR CONSTRUCTION



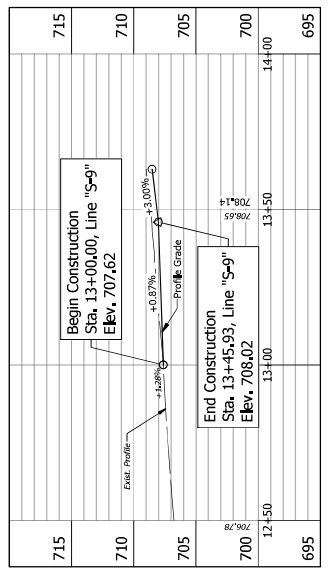
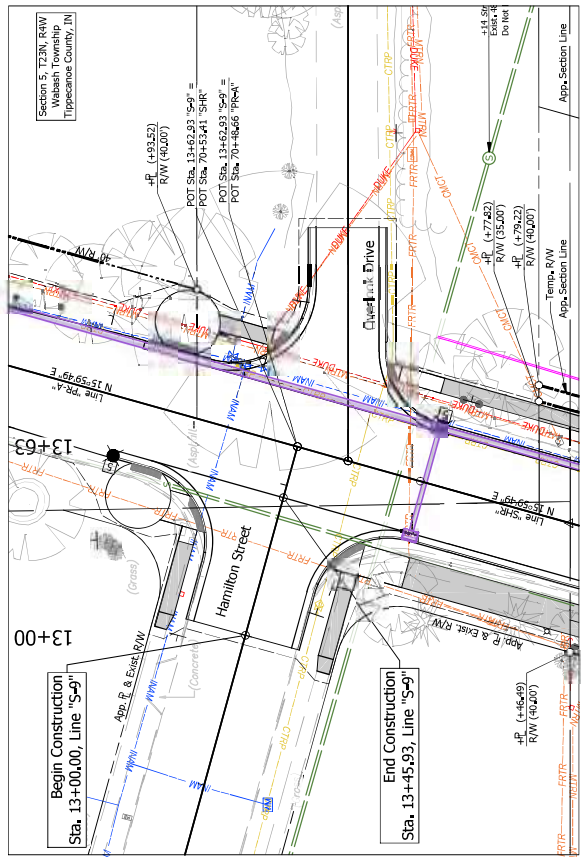
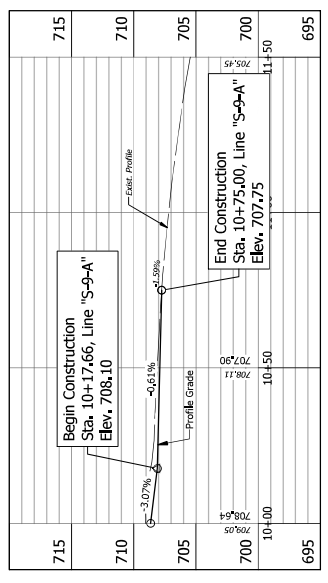
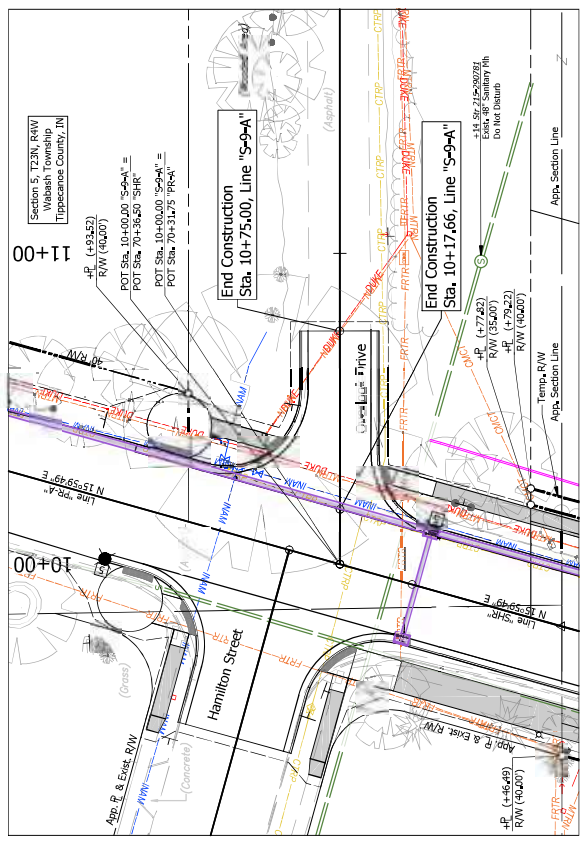
DIRECTORY: F:\2021\12\10\43\Shelers Home Road\30 Sheetrwgs\15 P&S\...
 FILE: 2104843 (R-37911) SLines_P&P.dwg
 PLOTTED BY: KMcIntosh
 DATE: Aug 16, 2024 - 4:11pm

**STAGE 2 PLANS
 NOT FOR
 CONSTRUCTION**

RECOMMENDED FOR APPROVAL: _____
 DESIGNER: _____ DATE: _____
 CHECKED: JAD
 DRAWN: AT
 CHECKED: JAD

INDIANA
 DEPARTMENT OF TRANSPORTATION
 LINE "S-7" & "S-8"
 PLAN & PROFILE

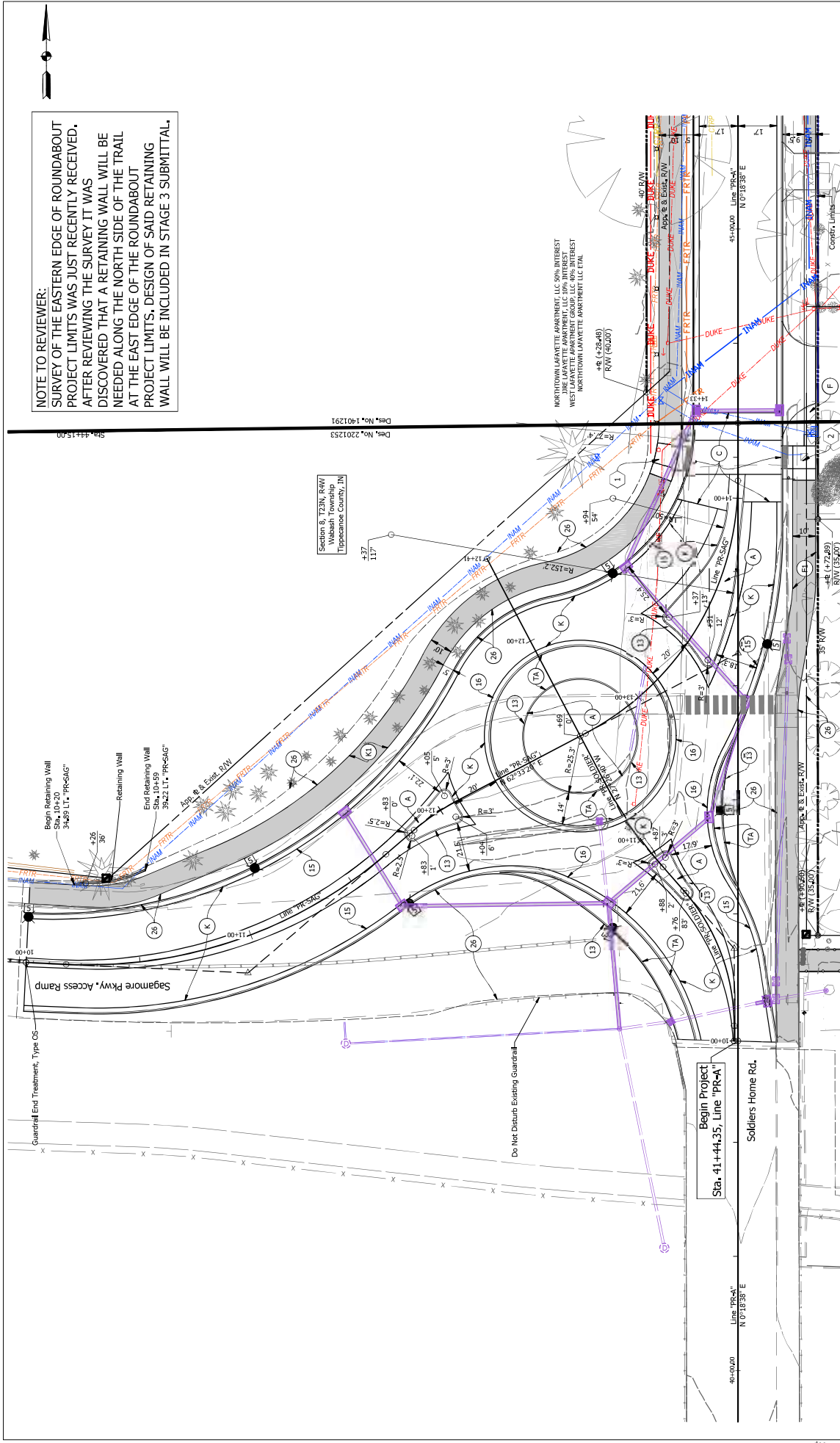
HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
BRIDGE FILE	N/A
DISPOSITION	4402251, 2201253
SURVEY BOOK	35
ELECTRONIC	1 of 142
COMBUST	1401251, 2201253
RS232 FILE	1401251, 2201253



DIRECTORY: F:\2021\12\04\3\Shelley Home Road\30 Sheet\Drawings\15 P&S
 FILE: 2104843 (R-37911) S Lines_P&P.dwg
 PLOTTED BY: KMcNichol
 DATE: Aug 16, 2024 4:11pm

STAGE 2 PLANS NOT FOR CONSTRUCTION		INDIANA DEPARTMENT OF TRANSPORTATION		BRIDGE FILE	
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	N/A		
DESIGNED: CAC	DRAWN: AT	DESIGNATION 4402501, 2201253			
CHECKED: JAD	CHECKED: JAD	SURVEY BOOK ELECTRONIC			
		SHEETS 36 of 142			
		JOB NO. 4402501, 2201253			
		CONTRACT R37911			

NOTE TO REVIEWER:
 SURVEY OF THE EASTERN EDGE OF ROUNDABOUT PROJECT LIMITS WAS JUST RECENTLY RECEIVED. AFTER REVIEWING THE SURVEY IT WAS DISCOVERED THAT A RETAINING WALL WILL BE NEEDED ALONG THE NORTH SIDE OF THE TRAIL AT THE EAST EDGE OF THE ROUNDABOUT PROJECT LIMITS. DESIGN OF SAID RETAINING WALL WILL BE INCLUDED IN STAGE 3 SUBMITTAL.



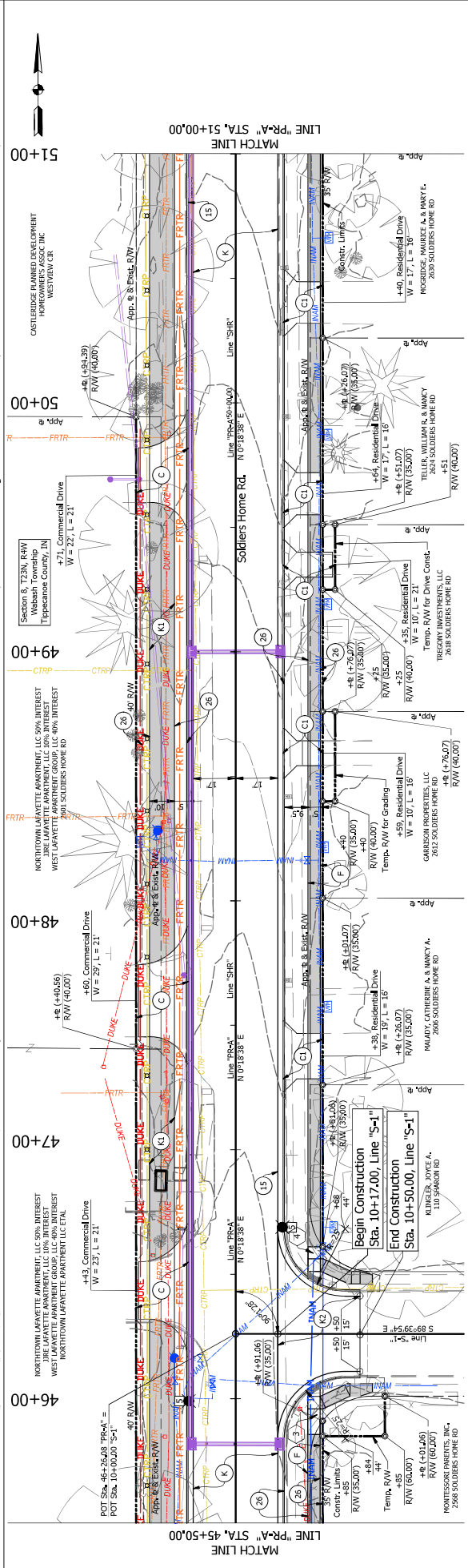
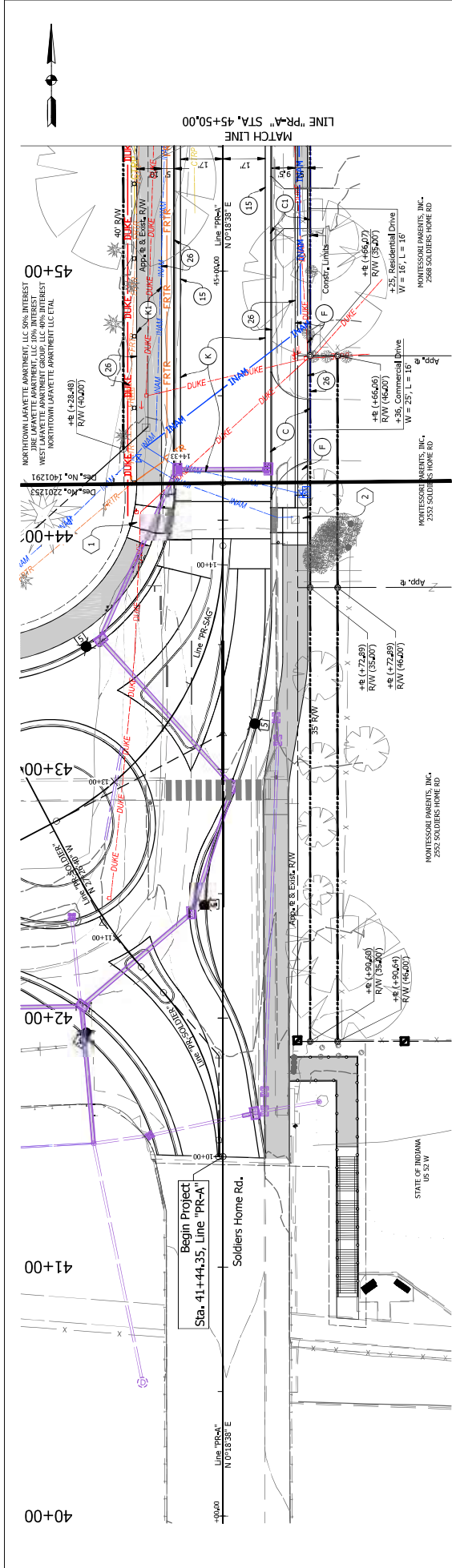
DMS, No. 2201253
 DMS, No. 1401291
 Section 8, T23N, R4W
 Wabash Township
 Tippecanoe County, IN

BRIDGE FILE	N/A
DESIGNATION	401291, 2201253
SHEETS	42 of 142
SURVEY BOOK	ELECTRONIC
COMBACT	401291, 2201253
CS29211	

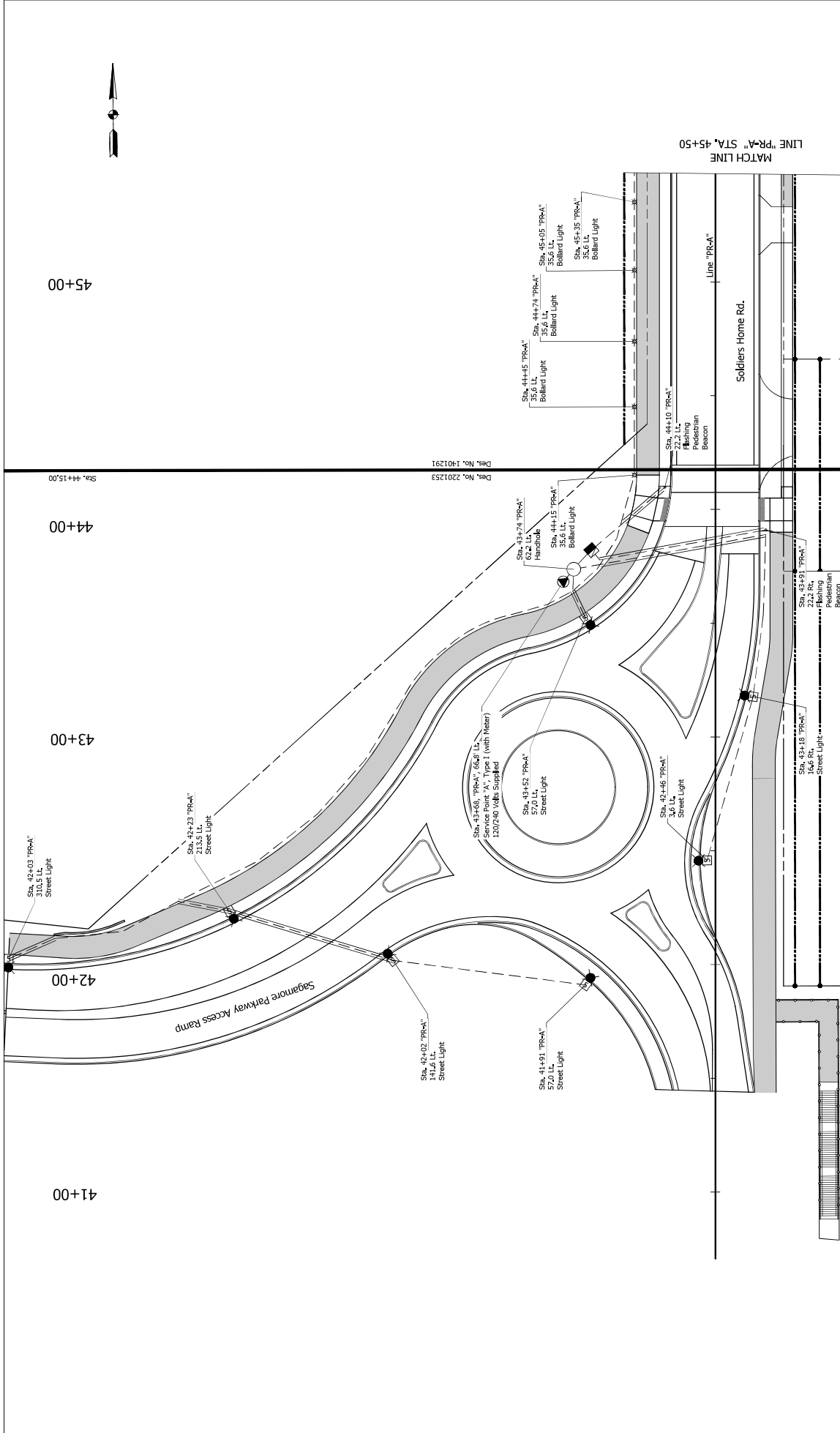
INDIANA DEPARTMENT OF TRANSPORTATION	
RECOMMENDED FOR APPROVAL	DATE
DESIGNED: CAC	DRAWN: AT
CHECKED: JAD	CHECKER: JAD
SOLDIERS HOME RD & SAGAMORE PKWY RAMP RAB CONSTRUCTION DETAILS	

STAGE 2 PLANS NOT FOR CONSTRUCTION	
LEGEND	
(K) 1/2\"/>	

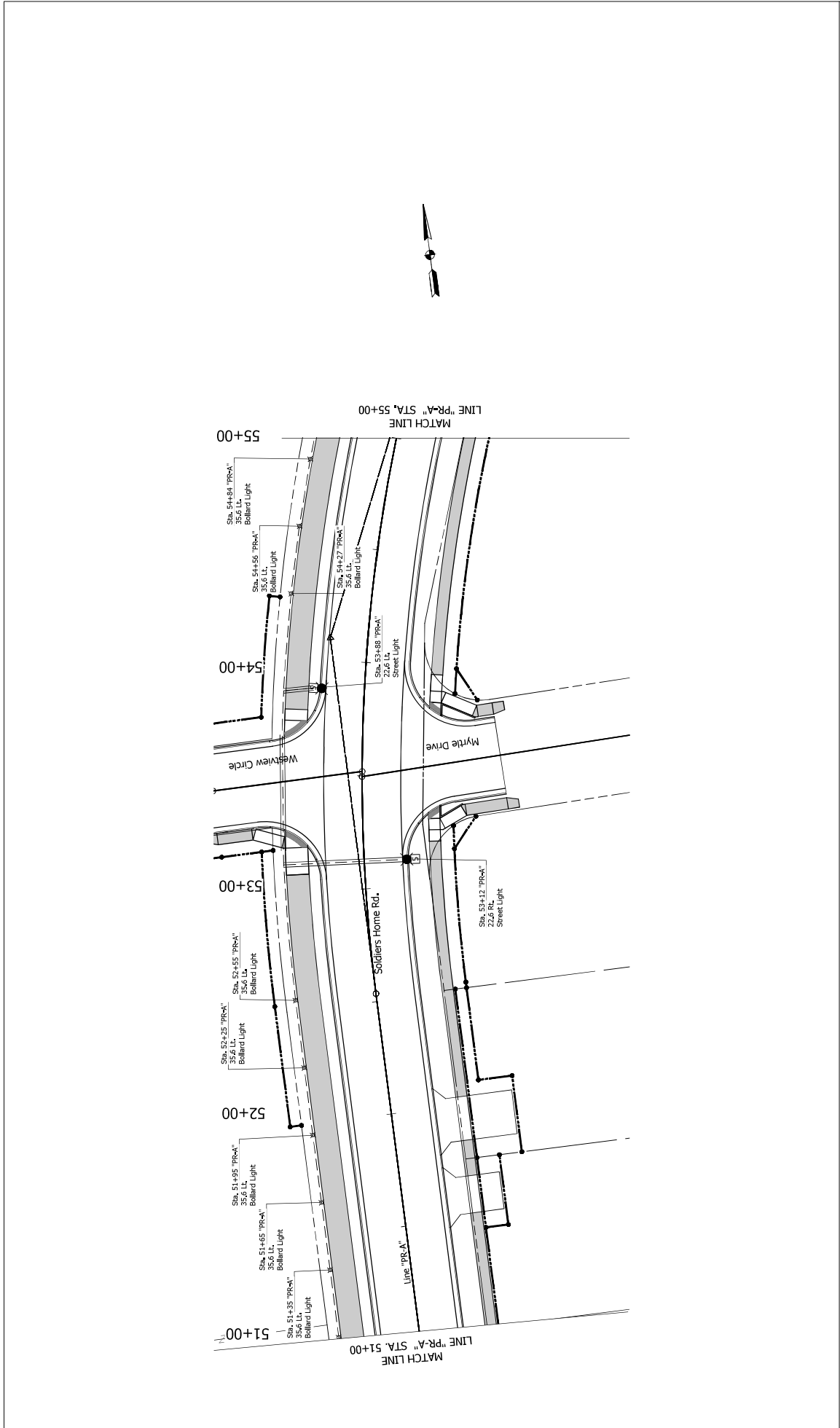
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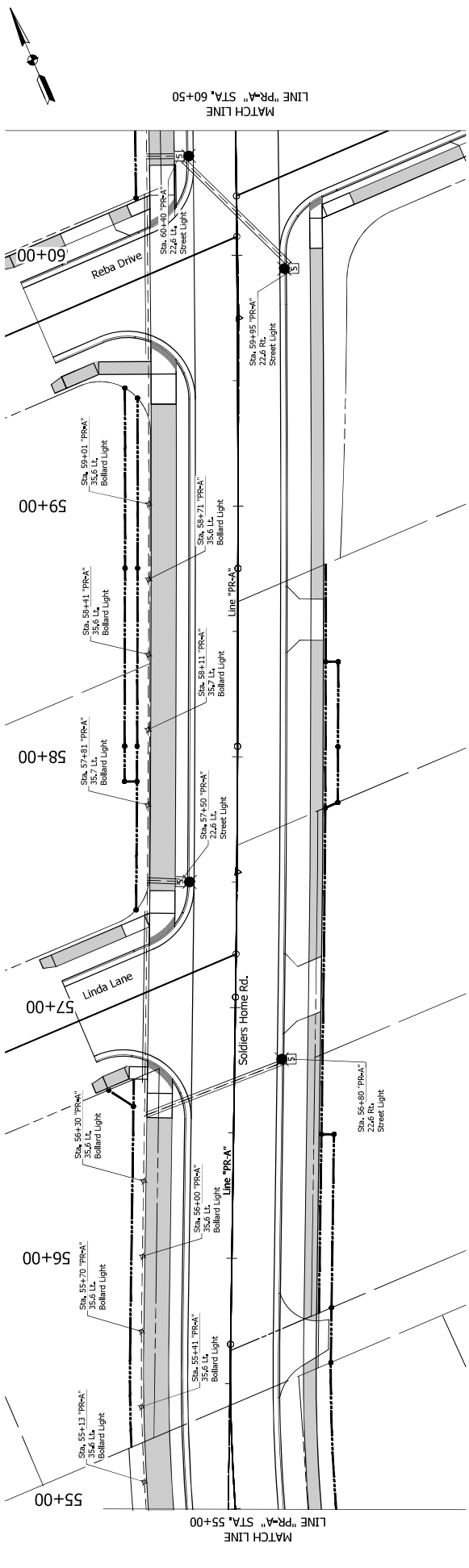
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		<p>DESIGNATION</p> <p>4402501, 2201253</p>
<p>FOR APPROVAL</p>	<p>DATE</p>	<p>HORIZONTAL SCALE</p> <p>1" = 20'</p>
<p>RECOMMENDED</p>	<p>DISTOR ENGINEER</p>	<p>VERTICAL SCALE</p> <p>N/A</p>
<p>STAGE 2 PLANS</p>	<p>CAC</p>	<p>SURVEY BOOK</p> <p>ELECTRONIC</p>
<p>NOT FOR CONSTRUCTION</p>	<p>JAD</p>	<p>SHEETS</p> <p>43 of 142</p>
<p>LEGEND</p>	<p>CONTRACTOR'S SHEET</p> <p>CONTRACTOR'S SHEET</p> <p>CONTRACTOR'S SHEET</p>	<p>CONTRACTOR'S SHEET</p> <p>CONTRACTOR'S SHEET</p> <p>CONTRACTOR'S SHEET</p>



LEGEND Proposed Service Point, Type I Proposed Light Pole and Luminaire Proposed Lighting Handhole		STAGE 2 PLANS NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL: _____ DATE: _____ DESIGNER: CAC DRAWN: AT CHECKED: JAD CHECKER: JAD	
Proposed Lighting Circuit Number 4-1C No. 4 CU Conductor in Plastic Duct in Trench 4-1C No. 4 CU Conductor in Plastic Duct in 2" PVC conduit Sleeve for drives, roadway, and alleys.		Proposed Bollard Light RFB Control Cabinet on Controller Cabinet Type G Pedestal and Type A Foundation		INDIANA DEPARTMENT OF TRANSPORTATION LIGHTING PLAN STA. 41+00 TO STA. 45+50	
PROJECT: F:\2021\12\10\43 Soldiers Home Road\30 SheetDrawings\15 Lighting\10 Lighting Plans FILENAME: 121043 (R-3791) Lighting.dwg PLOTTED BY: Andy Tran DATE: Aug 16, 2024 4:35pm		BRIDGE FILE N/A DESIGNATION 140251, 201253 SHEETS 48 of 142 SURVEY BOOK ELECTRONIC CONDUIT R37911		HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5' SURVEY BOOK ELECTRONIC CONDUIT R37911	



LEGEND Proposed Service Point, Type I Proposed Light Pole and Luminaire Proposed Lighting Handhole Proposed Bollard Light RRFB Control Cabinet on Controller Cabinet, Type G Pedestal and Type A Foundation 4-IC No. 4 CU Conductor in Trench 4-IC No. 4 CU Conductor in Plastic Duct in 2" PVC conduit Sleeve for drives, roadway, and alleys.		STAGE 2 PLANS NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL _____ DATE _____ DESIGNED BY _____ DATE _____ CHECKED BY _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION LIGHTING PLAN STA. 51+00 TO STA. 55+00		HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5' SURVEY BOOK ELECTRONIC SHEET NO. R-27911		BRIDGE FILE N/A DESIGNATION 402251, 201253 SHEETS 50 of 142 PROJECT R-27911	
---	--	---	--	--	--	--	--	--	--	--	--



LINE "PR-A" STA. 55+00

LINE "PR-A" STA. 60+50

DIRECTORY: F:\2021\12\04\3 Soldiers Home Road\30 SheetDrawings\15 Lighting\10 Lighting Plans
 FILENAME: 2104843 (R-37911) Lighting.dwg
 PLOTTED BY: Andy Tran
 DATE: Aug 16, 2024 4:35pm

LEGEND		<ul style="list-style-type: none"> Proposed Service Point, Type I Proposed Lighting Circuit Number Proposed Light Pole and Luminaire Proposed Bollard Light RRFB Control Cabinet on Controller Cabinet, Type G Pedestal and Type A Foundation 4-IC No. 4 CU Conductor in Plastic Duct in 2" PVC conduit 4-IC No. 4 CU Conductor in Plastic Duct in 2" PVC conduit sleeve for drives, roadway, and alleys.
<p>WD-1</p> <p>Proposed Bollard Light</p> <p>RRFB Control Cabinet on Controller</p> <p>Cabinet, Type G Pedestal and Type A Foundation</p>		<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGNED: CAC</p> <p>CHECKED: JAD</p>
<p>INDIANA</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>STAGE 2 PLANS</p> <p>NOT FOR CONSTRUCTION</p>		<p>BRIDGE FILE</p> <p>N/A</p> <p>DESIGNATION</p> <p>4002501, 200253</p> <p>SURVEY BOOK</p> <p>ELECTRONIC</p> <p>51</p> <p>SHEETS</p> <p>1 of 142</p> <p>PROJECT</p> <p>8292911</p>
<p>INDIANA</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>STAGE 2 PLANS</p> <p>NOT FOR CONSTRUCTION</p>		<p>DESIGNED: CAC</p> <p>CHECKED: JAD</p> <p>DATE</p> <p>AT</p> <p>BRIDGE FILE</p> <p>N/A</p> <p>DESIGNATION</p> <p>4002501, 200253</p> <p>SURVEY BOOK</p> <p>ELECTRONIC</p> <p>51</p> <p>SHEETS</p> <p>1 of 142</p> <p>PROJECT</p> <p>8292911</p>
<p>INDIANA</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>STAGE 2 PLANS</p> <p>NOT FOR CONSTRUCTION</p>		<p>DESIGNED: CAC</p> <p>CHECKED: JAD</p> <p>DATE</p> <p>AT</p> <p>BRIDGE FILE</p> <p>N/A</p> <p>DESIGNATION</p> <p>4002501, 200253</p> <p>SURVEY BOOK</p> <p>ELECTRONIC</p> <p>51</p> <p>SHEETS</p> <p>1 of 142</p> <p>PROJECT</p> <p>8292911</p>
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